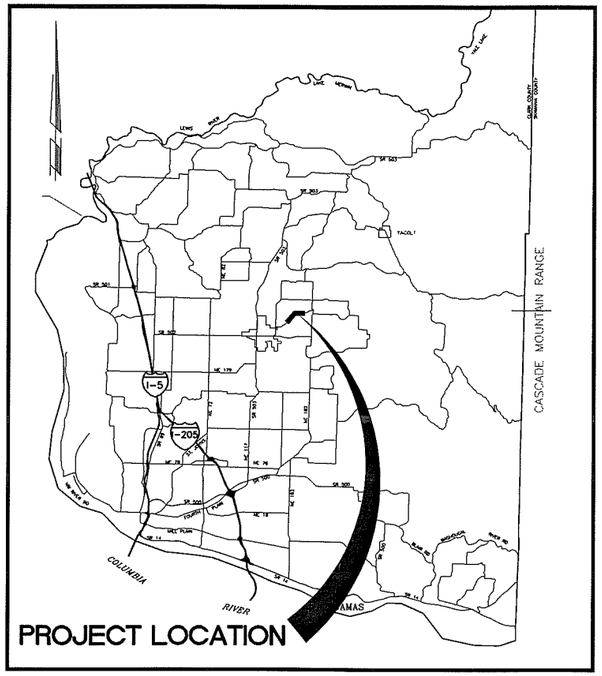
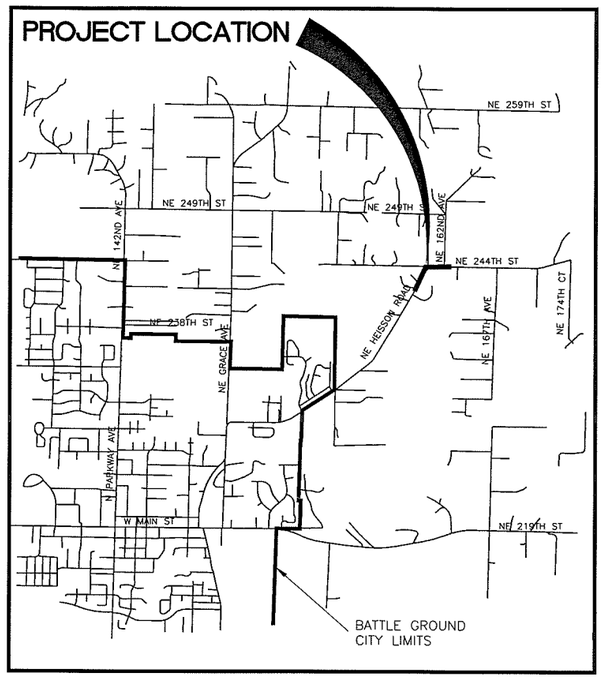
CAPITAL IMPROVEMENTS PROGRAM
COUNTY ROAD PROJECT # 330722

NE HEISSON ROAD

AND NE 244TH STREET INTERSECTION

PLANS FOR THE CONSTRUCTION OF
ROADWAY AND STORM DRAINAGE





INDEX OF SHEETS

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MARC BOLDT, Chair
STEVE STUART, Commissioner
BETTY SUE MORRIS, Commissioner

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DEPARTMENT OF
PUBLIC WORKS

ENGINEERING PROGRAM - DESIGN SECTION

Fed. Aid No.
XXXXXXXXXXX

JOHN MILNE — STATE OF WASHINGTON — 31148 — REGISTERED PROFESSIONAL ENGINEER
EXPIRES: JULY 7, 2005

TROY M. PIERCE — STATE OF WASHINGTON — 41411 — REGISTERED PROFESSIONAL ENGINEER
EXPIRES: JAN 1, 2008

PRELIMINARY
99% REVIEW SET

ENG #XXXX-XXXXX

Quality Assurance	Project Manager	PW Director/ County Engineer
Bruce Klug, P.E. DATE:	Don Andrews, P.L.S. DATE:	Peter Capell, P.E. DATE:

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Recommended for Approval

Grading _____ Erosion _____

Storm Water Plan _____

Development Review Manager — Date

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LEGEND

- ROW LINE
- NEW EDGE OF PAVEMENT
- NEW CURB FACE LINE
- NEW CURB BACK LINE
- NEW SIDEWALK
- NEW CENTER LINE
- NEW FENCE LINE
- NEW STORM DRAIN OR CULVERT
- NEW FILL LIMITS
- NEW CUT LIMITS
- SAWCUT LINE
- PERMANENT SLOPE EASEMENT
- NEW SILT FENCE
- EXISTING EDGE OF PAVEMENT
- EXISTING CURB LINE
- EXISTING CENTER LINE
- EXISTING FENCE LINE
- EXISTING TELEPHONE LINE
- EXISTING WATER LINE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING SANITARY SEWER LINE
- EXISTING STORM DRAINAGE
- EXISTING GAS LINE
- EXISTING CULVERT
- EXISTING DITCH CENTER LINE
- EXISTING GUARDRAIL

SYMBOLS

- NEW CATCH BASIN (CB)
- NEW MANHOLE (MH)
- NEW CURB INLET (CI)
- NEW COMBINATION CURB INLET (CCI)
- NEW MAIL BOX
- NEW HANDICAP RAMP
- CURVE TABLE
- EXISTING TRANSFORMER
- EXISTING ELEC TOWER
- EXISTING SANITARY SEWER MH
- EXISTING FIRE HYDRANT
- EXISTING CLEAN OUT
- EXISTING GAS VALVE
- EXISTING WATER METER
- EXISTING WATER VALVE
- EXISTING SIGNAL POLE
- EXISTING TELEPHONE VAULT
- EXISTING TELEVISION BOX
- EXISTING WELL
- EXISTING BRUSH LINE
- EXISTING HEDGE
- EXISTING CURB INLET (CI)
- EXISTING CATCH BASIN (CB)
- EXISTING STORM MH
- EXISTING MISC MH
- EXISTING SHRUB
- EXISTING CONIFEROUS TREE
- EXISTING DECIDUOUS TREE
- EXISTING SIGN
- EXISTING DECIDUOUS TREE
- EXISTING J BOX
- EXISTING TELEPHONE MANHOLE
- EXISTING TELEPHONE POLE
- EXISTING LIGHT
- EXISTING GUY ANCHOR
- EXISTING POWER POLE
- EXISTING MAIL BOX
- EXISTING TELEPHONE PEDESTAL
- EXISTING SPRINKLER HEAD
- TRAVERSE POINT
- TEST HOLE

GENERAL NOTES

1. SURVEY DATUM PER CLARK COUNTY.

2. EXISTING UTILITIES SHOWN ON THE PLANS ARE PER SURFACE LOCATIONS, RECORD DRAWINGS, AND LIMITED POTHOLE DATA. THE CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION. IF CONFLICT EXISTS, NOTIFY THE ENGINEER AND UTILITY COMPANY. PROCEED ONLY AS DIRECTED AND PER STANDARD POLICY AND REGULATIONS (INCIDENTAL TO STORM SEWER PIPE).

3. ALL NECESSARY CONSTRUCTION SURVEY SHALL BE PROVIDED AT NO COST TO THE CONTRACTOR. HOWEVER, THE CONTRACTOR WILL BE RESPONSIBLE FOR REPLACING NEEDED SURVEY STAKES DESTROYED THROUGH NORMAL OPERATIONS, NEGLIGENCE, OR INATTENTION.

4. AT THE END OF EACH DAY, THE CONTRACTOR SHALL CLEAN UP THE PROJECT AREA AND LEAVE IT IN A NEAT AND SECURED MANNER. UPON COMPLETION, THE CONTRACTOR SHALL LEAVE THE PROJECT AREA FREE OF DEBRIS AND UNUSED MATERIAL.

5. CONTRACTOR TO COORDINATE UTILITY RELOCATIONS WITH CLARK PUBLIC UTILITIES FOR POWER AND WATER, QWEST FOR TELEPHONE, NW NATURAL FOR GAS, COMCAST FOR CABLE TV.

6. CONTRACTOR SHALL PROTECT EXISTING WATER SERVICE LINES. ALL DISTURBED WATER SERVICE LINES SHALL BE REPAIRED AS DIRECTED. ALL RELOCATED METERS WILL BE RESET IN ACCORD WITH CLARK PUBLIC UTILITIES STANDARDS AND SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF EXISTING WATER SERVICE LINES DESTROYED THROUGH NEGLIGENCE AND/OR INATTENTION.

7. CONTRACTOR TO MAINTAIN INGRESS AND EGRESS FROM ALL PRIVATE PROPERTY DRIVEWAYS DURING CONSTRUCTION.

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PRELIMINARY

DESIGNED TP/JM
DRAWN RK
CRP 330722
HOR. SEE SHEET
VERT. SEE SHEET
DATE 04/30/06
DWG: LGN1
SHEET 2 OF 16

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STATE OF WASHINGTON N. PIERCE 21411 REGISTERED PROFESSIONAL ENGINEER
EXPIRES: JAN 1, 2008

ENGINEERING PROGRAM
DESIGN SECTION

NE HEISSON ROAD
LEGENDS AND GENERAL NOTES

CLARK COUNTY WASHINGTON
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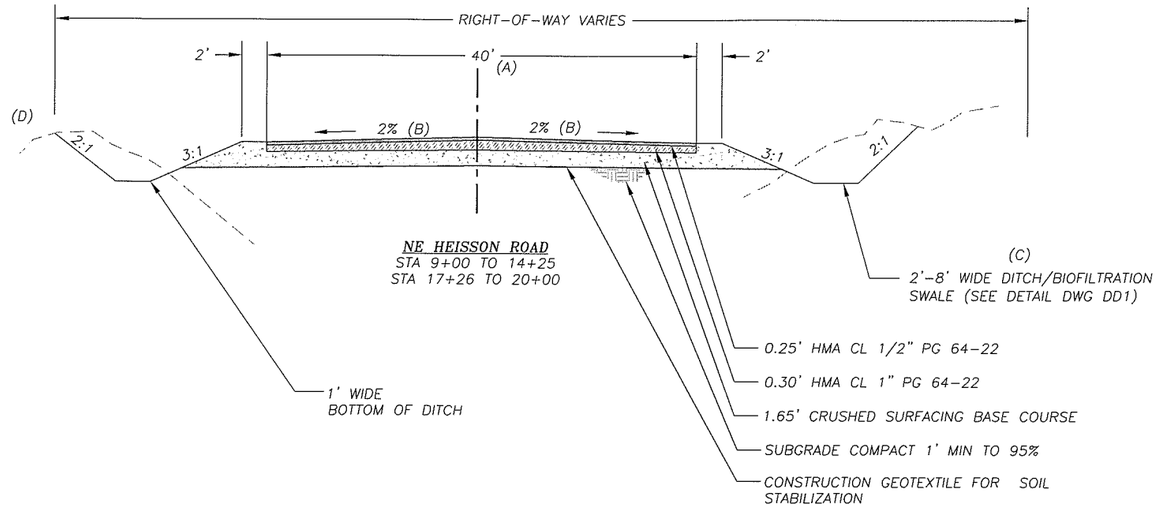

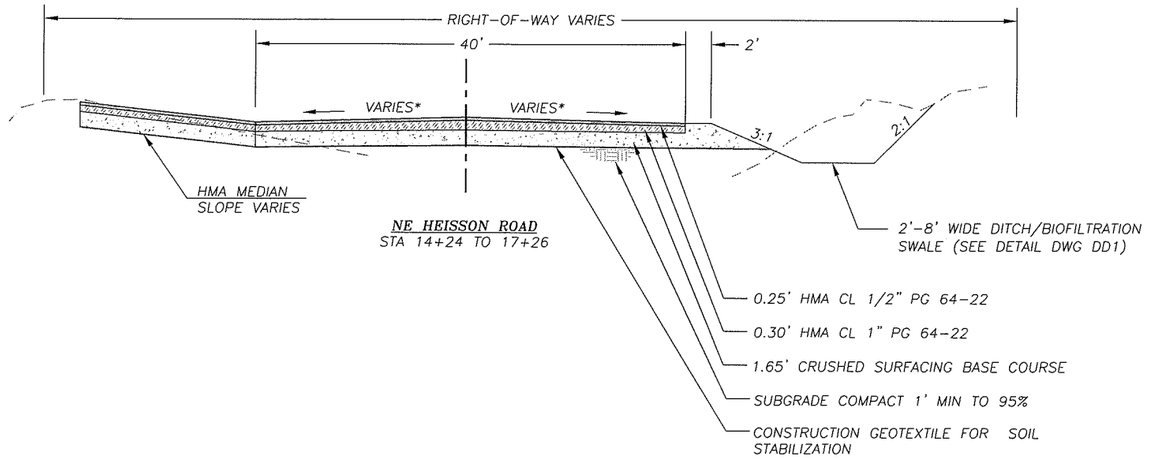

NOTES:

(A) LEFT: TAPER FROM ± 10.5' LT. AT STA 9+00 TO 20' LT. AT STA 10+18.

TAPER FROM 20' LT. AT STA 19+58 TO 11' LT. AT STA 20+00.

RIGHT: TAPER FROM ± 10.5' RT. AT STA 9+00 TO 20' RT. AT STA 9+41.

TAPER FROM 20' RT. AT STA 19+10 TO ±11' RT. AT STA 20+00.

(B) SLOPE VARIES. SEE SUPERELEVATION DIAGRAM ON DWGS PP1-PP3.

(C) DITCH (RT) ENDS AT 18+00

(D) SLOPE OUT OF DITCH BECOMES 4:1 (SEE 244TH SECTION ON DWG TS2)

NOTE:
DRIVEWAYS AND THE HMA MEDIAN SHALL BE CONSTRUCTED TO THE FOLLOWING SECTION:
0.25' HMA CL 1/2" PG 64-22
0.50 CRUSHED SURFACING BASE COARSE

DESIGNED	TP/JM
DRAWN	RK
CRP	330722
HOR.	SEE SHEET
VERT.	SEE SHEET
DATE	04/30/06
DWG:	TS1
SHEET	3 OF 16

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ENGINEERING PROGRAM
DESIGN SECTION

NE HEISSON ROAD
TYPICAL SECTIONS

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CLARK COUNTY
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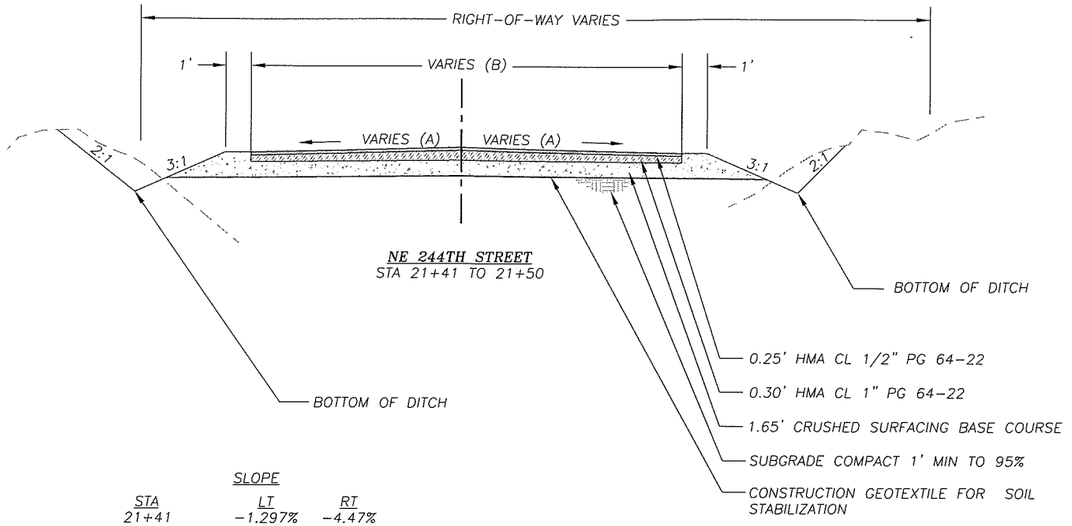
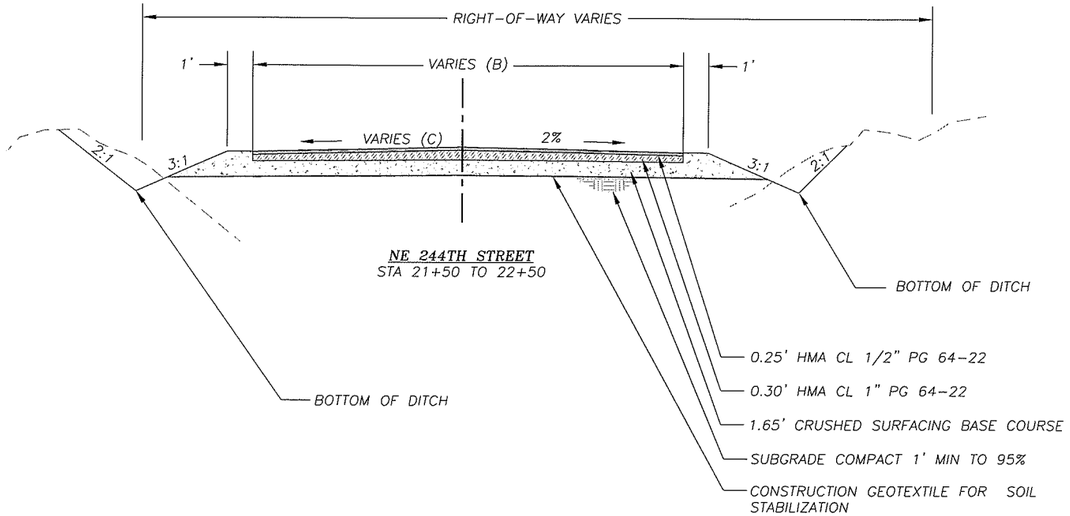
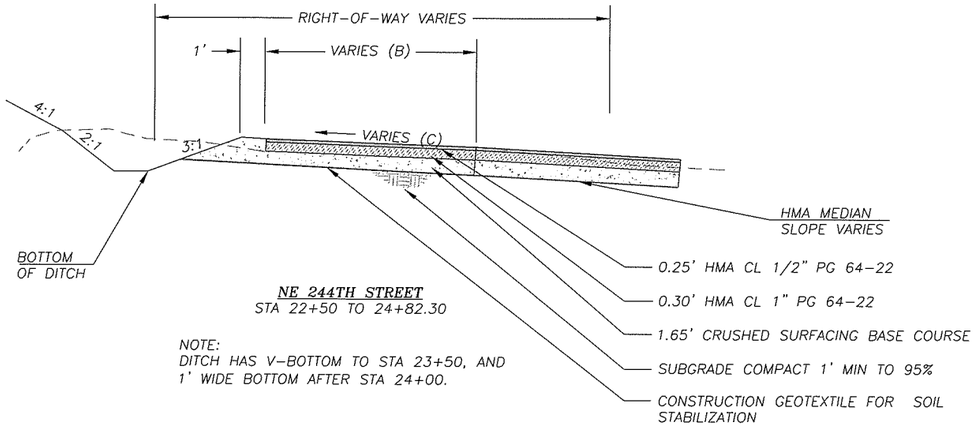


SLOPE

STA	LT	RT
21+41	-1.297%	-4.47%
21+25	-2%	-2%
21+50	-2%	-2%





NOTE:
DITCH HAS V-BOTTOM TO STA 23+50, AND 1' WIDE BOTTOM AFTER STA 24+00.

NOTES:
(A) CROSS SLOPE VARIES FROM STA 20+41 TO 21+25.

(B) ROADWAY WIDTHS AND TAPERS SHOWN ON DWGS PP1-PP5.

(C) SLOPE VARIES. SEE SUPERELEVATION DIAGRAM ON DWG PP4.

PRELIMINARY

DESIGNED	TP/JM
DRAWN	RK
CRP	330722
HOR.	SEE SHEET
VERT.	SEE SHEET
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SHEET	4 OF 16

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ENGINEERING PROGRAM
DESIGN SECTION

NE HEISSON ROAD
TYPICAL SECTIONS

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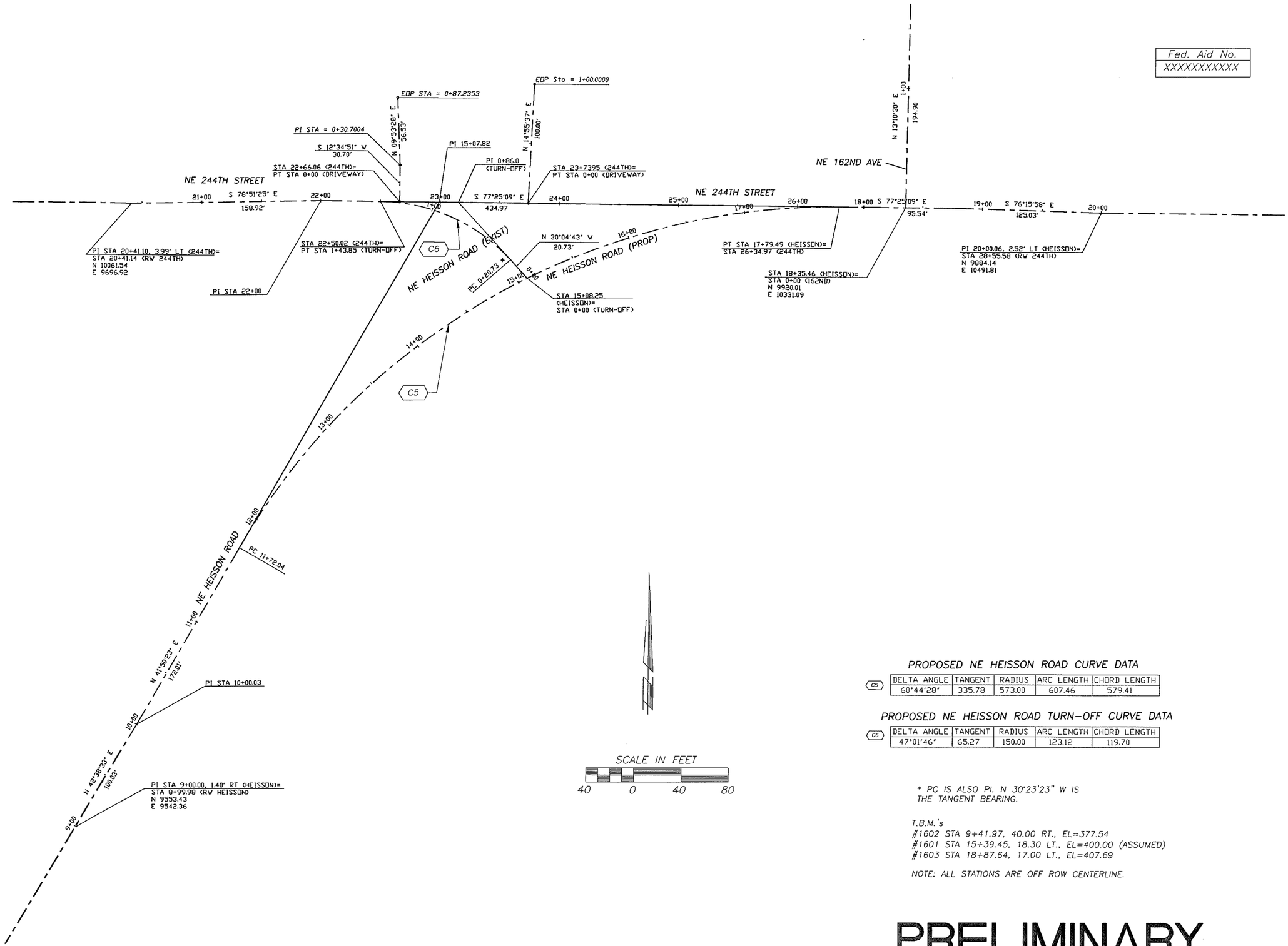

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PROPOSED NE HEISSON ROAD CURVE DATA

	DELTA ANGLE	TANGENT	RADIUS	ARC LENGTH	CHORD LENGTH
C5	60°44'28"	335.78	573.00	607.46	579.41

PROPOSED NE HEISSON ROAD TURN-OFF CURVE DATA

	DELTA ANGLE	TANGENT	RADIUS	ARC LENGTH	CHORD LENGTH
C6	47°01'46"	65.27	150.00	123.12	119.70

* PC IS ALSO PI, N 30°23'23" W IS THE TANGENT BEARING.

T.B.M.'s
#1602 STA 9+41.97, 40.00 RT., EL=377.54
#1601 STA 15+39.45, 18.30 LT., EL=400.00 (ASSUMED)
#1603 STA 18+87.64, 17.00 LT., EL=407.69

NOTE: ALL STATIONS ARE OFF ROW CENTERLINE.

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CRP 330722
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VERT. SEE SHEET
DATE 04/30/06
DWG: HV1
SHEET 5 OF 16

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EXPIRES: JAN 1, 2008

ENGINEERING PROGRAM
DESIGN SECTION

NE HEISSON ROAD
HORIZONTAL AND VERTICAL CONTROL

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LEGEND

—SF—SF— SILT FENCE

(IP) INLET PROTECTION

REMOVE EXT RDWY STRUCTURE TO LIMITS SHOWN. REPLACE PER TYPICAL SECTIONS, AND PLAN LAYOUT.

NOTE:
SIGNIFICANT VARIATION AND DEGREE OF EROSION CONTROL EFFORT WILL BE DICTATED BY WEATHER CONDITIONS. THE CONTRACTOR SHOULD BE PREPARED TO PROVIDE EXTRA EROSION CONTROL PROVISIONS AND EFFORT DURING WINTER AND WET WEATHER CONDITIONS BEYOND THAT NORMALLY REQUIRED DURING SUMMER AND DRY WEATHER CONDITIONS. FINE GRAINED AND UNCONSOLIDATED SOILS ON SLOPING SITES MAY BECOME UNSTABLE WHEN SUBJECT TO EXCESSIVE MOISTURE.

SCALE IN FEET

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PRELIMINARY

DESIGNED	TP/JM
DRAWN	RK
CRP	330722
HOR.	SEE SHEET
VERT.	SEE SHEET
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SHEET	6 OF 16

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STATE OF WASHINGTON
TODD M. PIERCE
21411
REGISTERED PROFESSIONAL ENGINEER
EXPIRES: JAN 1, 2008

ENGINEERING PROGRAM
DESIGN SECTION

NE HEISSON ROAD
EROSION CONTROL AND ROADWAY REMOVAL

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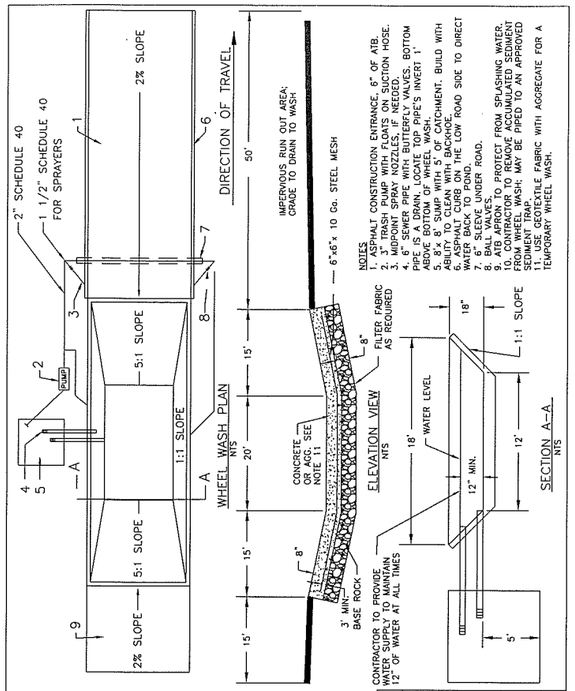

NOTES
1. ASPHALT CONSTRUCTION ENTRANCE, 6" OF ATB.
2. 3" TRASH PUMP WITH FLOATS ON SUCTION HOSE.
3. MIDPOINT SPRAY NOZZLES, IF NEEDED.
4. 8" SEWER PIPE WITH BUTTERFLY VALVES. BOTTOM PIPE IS FOR CONTROL. PIPE'S INVERT 1' ABOVE BOTTOM OF WHEEL WASH.
5. 8'x 8' SUMP WITH 5' OF CATCHMENT. BUILD WITH ABILITY TO CLEAN WITH BACKHOE.
6. SLOPE TO SUMP AND DRIVE LOW ROAD SIDE TO DIRECT WATER BACK TO POND.
7. 8" SLEEVE UNDER ROAD.
8. BALE WALL.
9. ATB APRON TO PROTECT FROM SPLASHING WATER.
10. CONTRACTOR TO REMOVE ACCUMULATED SEDIMENT FROM WHEEL WASH; MAY BE PIPED TO AN APPROVED SEDIMENT TRAP.
11. USE GEOTEXTILE FABRIC WITH AGGREGATE FOR A TEMPORARY WHEEL WASH.

NO.	REVISIONS	DATE	BY

DWG: E-15

Department of Public Works
CLARK COUNTY WASHINGTON
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WHEEL WASH
APPROVED
Peter Capell COUNTY ENGINEER
01/01/04 DATE

STANDARD E-15
PLAN No.
DESIGNED SCH
DRAWN SCH
DATE 08/12/02

STANDARD NOTES FOR EROSION CONTROL PLAN

1. The Contractor shall install and maintain BMP's as shown and perform all actions necessary to prevent erosion, and control sediment from leaving the construction site. Site Contractor shall comply with Clark County Code Chapter 40.380.050.

2. All erosion control measures shall be in-place and in working condition prior to disturbing and exposing any soil surfaces (i.e. silt fence, construction entrance, sedimentation barriers, sedimentation traps).

3. All erosion prevention and control BMP's shall be maintained and repaired as needed to insure continued performance of their intended function. Needed repairs shall be made as soon as practicable. They are to remain in place and operational during all phases of construction. Construction activities shall not continue or resume until repairs to erosion control facilities are made and the facilities are functional. Any sediment leaving the site or discharging to a sensitive area shall be stopped and controlled immediately. Contaminated areas shall be cleaned and restored.

4. Clearing limits and work area limits shall be delineated and marked. Do not disturb more area than needed for construction requirements.

5. All sensitive or critical areas (wetlands, steep slopes, natural waterways), and buffers shall all be clearly delineated and clearly marked, and protected from sediment deposition.
6. Sediment laden runoff shall be prevented from entering all existing storm water catch basins and inlets affected by construction.

7. No exposed, bare soils shall remain unstabilized for more than two days during the period October 1 thru April 30 or for more than seven days during the period of May 1 through September 30. All disturbed soil surfaces shall be stabilized by a suitable application of "Best Management Practices".

8. Where feasible, no more than 500 feet of trench shall be open at one time. Excavated material shall be placed on the up-hill side of trenches provided it does not conflict with safety requirements.

9. Dewatering devices shall discharge into a sediment trap or sediment pond. No discharge shall be made to a paved street or stormwater collection system without first removing sediment.

10. Cut and fill slopes shall be constructed in a manner that will minimize erosion. Erosion shall be controlled and prevented by such measures as roughening the surface, installation of interceptor ditches, terracing, covering with matting, mulch or plastic sheeting. Runoff shall be prevented from entering a slope and from undercutting the base of slopes.

11. Any soil or debris transported onto roadways and sidewalks shall be removed. Deposits shall be completely removed by shoveling and/or sweeping. Washing shall not be utilized unless specifically approved in writing by the County.

12. All permanent infiltration systems shall be isolated and protected from sediment laden runoff entering to avoid risk of reducing the ability of the systems to infiltrate. Isolation and protection shall not be removed until the drainage area tributary to the system is completely stabilized.

CONTINUED ON SHEET 2

NO.	REVISIONS	DATE	BY

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STANDARD NOTES FOR EROSION CONTOL PLAN
APPROVED
Peter Capell COUNTY ENGINEER
01/01/04 DATE

STANDARD ECN1
PLAN No.
DESIGNED SCH
DRAWN SCH
DATE 08/02/02

STANDARD NOTES FOR EROSION CONTROL PLAN (CONTINUED)

13. All conveyance channels, both temporary and permanent shall be stabilized to prevent erosion of the channel. Stabilization shall extend to areas at outlets and downstream reaches vulnerable to erosion resulting from flow discharging from the channel.

14. If BMP's shown are utilized but are insufficient to prevent sediment from reaching water bodies, adjacent properties, or public rights-of-way; additional BMP's shall be implemented immediately to prevent further encroachment of sediment.

15. Stabilized areas shall be provided for employee parking and storage of construction materials. Erodeable stockpiles of earthen materials, such as topsoil, silty and clayey soils; and landscape materials, shall be covered when not being incorporated in the work. Erosion control BMP's shall be utilized as necessary to prevent sediment laden runoff from leaving or sediment being transported from these areas from vehicle activity.

16. All pollutants other than sediment that occur during construction shall be handled and disposed of in a manner that does not cause contamination of storm water.

17. The Contractor shall keep an inspection log of the condition of the erosion control facilities. Erosion control facilities shall be inspected at least weekly and after each rainfall. The inspection log shall be kept at the project site at a designated location and shall be available for review by the County. An individual that has successfully completed the County's Erosion Control Certification course shall perform inspections and maintain the log.

18. All temporary BMP's shall be removed within 30 days after final site stabilization is achieved. Trapped sediment shall be deposited and stabilized on site. Areas disturbed resulting from removal shall be permanently stabilized.

19. Construction shall not be considered complete and acceptable until all disturbed soil surfaces have been protected from erosion with permanent landscaping, covering with impervious surfaces, restored to original undisturbed condition or permanently stabilized.

20. Vegetated stabilization and landscaping shall be fertilized, watered and maintained to insure that growth of vegetation is established and sustained.

21. During dry weather construction periods the contractor shall provide project-specific dust control measures that may include: Seeding, Mulching, Matting, Water, Tackifier, or Chemical Soil Stabilizers. The contractor shall maintain the dust control measures through dry weather periods until all disturbed areas have been stabilized. Immediately re-stabilize areas disturbed by contractor's operations or other activities (wind, water, vandalism, etc.).

22. Entry onto the construction site shall be restricted to a single approved entrance as shown on the plan.

23. Maintenance and repair of heavy equipment and vehicles which involve potential contaminants (oil,solvents,hydraulic fluid, etc.) must be conducted in a manner which prevents contamination of soils, surface water and ground water. Tarps, drip pans, or other appropriate measures shall be used as necessary.

24. Stripping, topsoil, and unsuitable material stockpiles shall be hydroseeded with "regreen wheat x wheat grass hybrid" by Hobbs and Hobkins (or approved equal). Maintenance of stockpile areas and reapplication of hydroseed covering shall be required if bare soil is present. During winter and wet weather conditions, stockpiles shall be covered with plastic sheeting per detail E-16.

SHEET 2 OF 2

NO.	REVISIONS	DATE	BY

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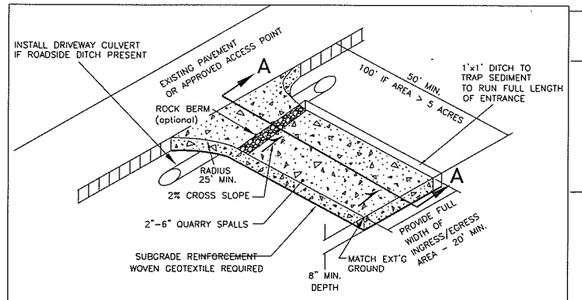
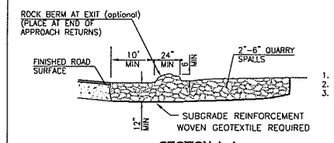
STANDARD NOTES (CONTINUED) FOR EROSION CONTOL PLAN
APPROVED
Peter Capell COUNTY ENGINEER
01/01/04 DATE

STANDARD ECN2
PLAN No.
DESIGNED SCH
DRAWN SCH
DATE 07/22/03





SECTION A-A

1. EXCAVATE MINIMUM OF 12" OF EXISTING SOILS.
2. PLACE MINIMUM OF 12" OF 2"-6" QUARRY SPALLS
3. CONSTRUCT ROCK BERM ALONG TRANSITION POINT TO FINISH ROAD SURFACES, DIVERT RUNOFF TO ONSITE AREA (OPTIONAL).

NOTES:

1. FOR DEVELOPMENT PROJECTS REVIEWED BY ENGINEERING SERVICES. NOT FOR USE WITH SINGLE FAMILY OR DUPLEX RESIDENTIAL BUILDING PERMITS. SEE BUILDING DEPT. FOR GRAVEL CONSTRUCTION ENTRANCE PLAN.
2. INSTALL WOVEN GEOTEXTILE FABRIC TO PREVENT SUB-SOIL PUMPING.
3. VEHICLE WASHDOWN AREA, IF REQUIRED, IS TO BE INSTALLED AND USED TO REMOVE SEDIMENT FROM VEHICLES THAT ARE ABOUT TO ENTER AN ESTABLISHED ROAD.
4. WASHDOWN AREA TO BE MADE UP OF CLEAN 2"- 6" QUARRY SPALLS, 1" DEEP (MIN) OVER WOVEN GEOTEXTILE FABRIC. WASHDOWN AREA TO BE FULL WIDTH OF ENTRANCE AND 50' (MIN.), AND 100' IF EXPOSED SOIL IS OVER 5 ACRES.
5. AT TIME OF PRECONSTRUCTION MEETING, THE COUNTY INSPECTOR MAY REQUIRE THE ENTRANCE TO BE PAVED TO THE EDGE OF THE RIGHT-OF-WAY PRIOR TO THE INSTALLATION OF A WASHDOWN ENTRANCE TO AVOID DAMAGE TO THE EXISTING ROADWAY.
6. THE RESPONSIBLE EROSION CONTROL INDIVIDUAL IS TO ENSURE THAT ALL VEHICLES USE THIS ENTRANCE AND ARE TO BE INSPECTED AND CLEANED OF SOILS BEFORE LEAVING PROJECT, AND THAT THE ENTRANCE IS TO BE KEPT CLEAN AT ALL TIMES.

NO.	REVISIONS	DATE	BY

DWG: E-1.DWG

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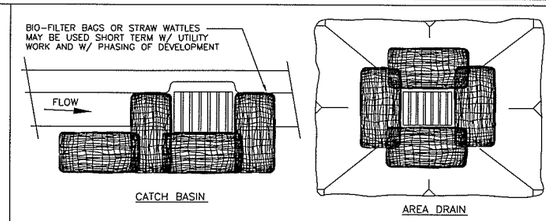
STANDARD CONSTRUCTION ENTRANCE
APPROVED
Peter Capell COUNTY ENGINEER
01/01/04 DATE

STANDARD E-1
PLAN No.
DESIGNED SCH
DRAWN SCH
DATE 07/07/03



NOTES:

1. ADDITIONAL MEASURES MUST BE CONSIDERED DEPENDING ON SOIL TYPE.
2. BIO-FILTER BAGS SHOULD BE STAKED WHERE APPLICABLE USING (2) 1"x2" WOODEN STAKES OR APPROVED EQUAL PER BAG.
3. STRAW WATTLES MUST BE STABILIZED BY ATTACHING WIRE CLIPS TO THE CATCH BASIN PER MANUFACTURES SPECIFICATIONS.
4. INLET PROTECTION MUST BE REGULARLY INSPECTED BY THE EROSION CONTROL INDIVIDUAL TO INSURE PROPER PLACEMENT/FUNCTION AND MAINTENANCE.

SEE INLET PROTECTION NOTES STD. PLAN E-3

NO.	REVISIONS	DATE	BY

DWG: E-3.DWG

Department of Public Works
CLARK COUNTY WASHINGTON
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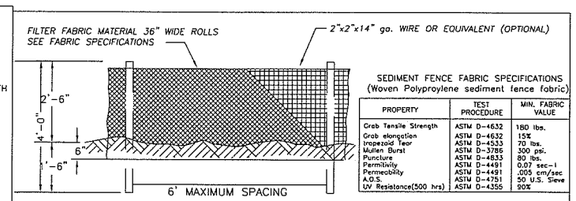
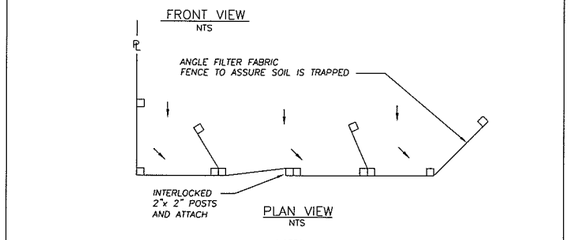
INLET PROTECTION TYPE 4
BIOFILTER BAGS
APPROVED
Peter Capell COUNTY ENGINEER
01/01/04 DATE

STANDARD E-3c
PLAN No.
DESIGNED TROY
DRAWN SCH
DATE 08/01/02

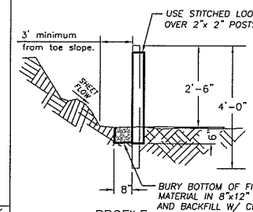


SEDIMENT FENCE FABRIC SPECIFICATIONS
(Woven Polypropylene sediment fence fabric)

PROPERTY	TEST PROCEDURE	MIN. FABRIC VALUE
Grab Tensile Strength	ASTM D-4632	180 lbs.
Grab elongation	ASTM D-4632	15%
Trapezoid Tear	ASTM D-4533	70 lbs.
Mullen Burst	ASTM D-3786	300 psi.
Puncture	ASTM D-4833	80 lbs.
Permitivity	ASTM D-4491	0.07 sec-1
Permeability	ASTM D-4491	.005 cm/sec
A.O.S.	ASTM D-4751	50 U.S. Sieve
UV Resistance(500 hrs)	ASTM D-4355	90%



NOTES
1. THIS SEDIMENT BARRIER UTILIZES STANDARD STRENGTH OR EXTRA STRENGTH SYNTHETIC FILTER FABRICS, IT IS DESIGNED FOR SITUATIONS IN WHICH ONLY SHEET OR OVERLAND FLOWS ARE EXPECTED. (SEE FABRIC SPECIFICATIONS ABOVE)
2. BURY BOTTOM OF FILTER FABRIC 6" VERTICALLY BELOW FINISHED GRADE.
3. POST ARE TO BE 2"x2" FIR, PINE OR STEEL FENCE POSTS.
4. POST TO BE INSTALLED ON UPHILL SIDE OF SLOPE.
5. COMPACT BOTH SIDES OF FILTER FABRIC TRENCH.
6. SEDIMENT FENCE TO BE SPACED ON SLOPES PER TABLE BELOW.



INSTALL PARALLEL ALONG CONTOURS AS FOLLOWS		
% SLOPE	SLOPE	MAX. SPACING ON SLOPE
10% FLATTER	10:1 OR FLATTER	300 ft.
10>%<15	10:1>x<7.5:1	150 ft.
15>%<20	7.5:1>x<5:1	100 ft.
20>%<30	5:1>x<3.5:1	50 ft.
30>%<50	3.5:1>x<2:1	25 ft.

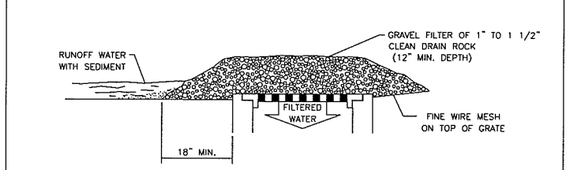
NO.	REVISIONS	DATE	BY

DWG: E-4.DWG

Department of Public Works
CLARK COUNTY WASHINGTON
proud past, promising future

STANDARD SEDIMENT FENCE
APPROVED
Peter Capell COUNTY ENGINEER
01/01/04 DATE

STANDARD E-4
PLAN No.
DESIGNED SCH
DRAWN SCH
DATE 07/07/03



GRAVEL & WIRE MESH

NOT TO BE USED IN TRAVELED WAY IF IT MAY RESULT IN A TRAFFIC HAZARD

INLET PROTECTION NOTES:

1. INLET PROTECTION IS INTENDED TO PREVENT COARSE SEDIMENT FROM ENTERING STORM DRAINAGE SYSTEMS BY FILTERING RUNOFF AND RETAINING SEDIMENT BEFORE IT REACHES A DRAINAGE OR STORM SEWER SYSTEM.
2. PLACE INLET PROTECTION IN AREAS WHERE WATER CAN POND, AND WHERE PONDING WILL NOT HAVE ADVERSE IMPACTS.
3. INLET PROTECTION MUST ALLOW FOR OVERFLOW IN A SEVERE STORM EVENT.
4. INLET PROTECTION TYPES INCLUDE: TYPE 1 - GRAVEL AND WIRE MESH
   TYPE 2 - MASONRY AND ROCK
   TYPE 3 - SEDIMENT FENCE
   TYPE 4 - BIOFILTER BAGS
   TYPE 5 - CATCH BASIN INSERT
5. INSPECT ONCE PER WEEK ON ACTIVE SITES, ONCE EVERY TWO WEEKS ON INACTIVE SITES, AND WITHIN 24 HOURS FOLLOWING A 0.5 INCH RAIN EVENT.
6. CLEAN INLET PROTECTION DURING AND AFTER EACH SIGNIFICANT STORM AND REMOVE SEDIMENT FROM BEHIND STRUCTURE AFTER EVERY STORM.
7. IF ROCK BECOMES CLOGGED WITH SEDIMENT, IT MUST BE CAREFULLY REMOVED FROM THE INLET AND EITHER CLEANED OR REPLACED.
8. ASSESS THE IMPACT OF ALLOWING WATER TO POND AT THE INLET AND PROVIDE AN OVERFLOW WEIR OR SOME OTHER TYPE OF RELIEF AS NEEDED.
9. CONSIDER THE EFFECT OF PLACING OBSTRUCTIONS AT INLETS ON GRADE MAY HAVE ON THEIR EFFICIENCY.
10. USE MECHANICAL MEANS TO REMOVE SEDIMENT DEPOSITS (SHOVEL, BROOM, SWEEPER/VACTOR UNIT).
11. REMOVE SEDIMENT ACCUMULATED ON OR AROUND THE PROTECTION AS NEEDED TO MAINTAIN INTENDED FUNCTION.
12. REPAIR OR REPLACE MATERIALS AS NEEDED TO ENSURE PROPER FUNCTION.

NO.	REVISIONS	DATE	BY

DWG: E-3.DWG

Department of Public Works
CLARK COUNTY WASHINGTON
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INLET PROTECTION TYPE 1
GRAVEL AND WIRE MESH
APPROVED
Peter Capell COUNTY ENGINEER
01/01/04 DATE

STANDARD E-3
PLAN No.
DESIGNED SCH
DRAWN SCH
DATE 08/01/02

DESIGNED TP/JM
DRAWN RK
CRP 330722
HOR. SEE SHEET
VERT. SEE SHEET
DATE 04/30/06
DWG: EC2
SHEET 7 OF 16

CALL 48 HOURS BEFORE YOU DIG 1-800-553-4344 "It's the Law!" NORTHWEST UTILITIES NOTIFICATION CENTER

STATE OF WASHINGTON M. PIERCE ENGINEERING 41411 PROFESSIONAL ENGINEER
EXPIRES: JAN 1, 2008

ENGINEERING PROGRAM
DESIGN SECTION

NE HEISSON ROAD
EROSION CONTROL DETAILS

CLARK COUNTY WASHINGTON
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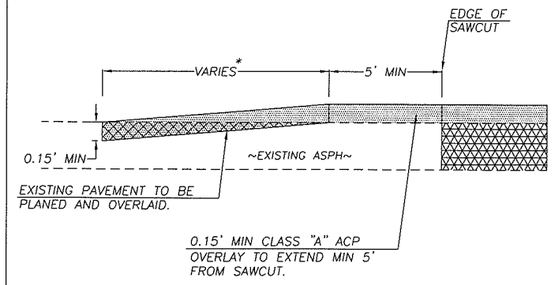

* LENGTH VARIES TO MAKE SMOOTH TRANSITION TO EXISTING ROAD GRADE. (MINIMUM 15 FEET)

TO BE USED AS AN ALTERNATIVE IN LIEU OF FULL LANE REMOVAL AND REPLACEMENT WHEN APPROVED BY CLARK COUNTY.

NO.	REVISIONS	DATE	BY
1	NOTE	03/09/01	BK
2	FIG. 1	05/02/01	DS
3	CHANGED ACP CLASS	03/28/02	KB

DWG: U7.DWG

Department of Public Works
CLARK COUNTY WASHINGTON
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BUTT JOINT PLANING AND OVERLAY DETAIL

APPROVED
Peter Capell 9/20/02
COUNTY ENGINEER DATE

STANDARD U7 PLAN No.
DESIGNED
DRAWN
DATE 3/28/02

OPEN CUT UTILITY TRENCH BACKFILL DETAIL (COLLECTOR OR ARTERIAL)

SURFACING:

1. All A.C.P. shall be saw cut to provide a straight, clean edge prior to paving.
2. The cut line shall be one continuous straight line from the outer excavation limits of manhole, valve box, etc. to manhole, valve box, etc.
3. Pave with an 0.5 ft. minimum compacted depth A.C.P., or match existing or design section, whichever is greater.
4. Lifts for A.C.P. (Class A) shall be 0.15 ft. minimum and 0.35 ft. maximum for non-surface lifts (0.25 maximum for surface lift); the temperature shall be 250 degree minimum, 350 degree maximum, compacted to 92% of the theoretical maximum.
5. All joints shall be tacked, sealed and sanded.
6. Trench shall be plated until paved.
7. For longitudinal installation, full lane width including turn lanes restoration shall be required or as directed by Clark County. For transverse installation refer to surfacing restoration of detail U6. See Section 12.20A.120.C.

BASE COURSE:

1. 0.80 ft. minimum depth (1-1/4" minus) C.S.B.C. (W.S.D.O.T. approved material).
2. Compacted to 95% of maximum density. See trench zone.
3. Equivalent depth of A.T.B. may be substituted.
4. For transverse or diagonal trenches in existing roadway pavement, CDF (as defined in the standard specifications section 2-09.3(1)E) will be used for a minimum of 3' in depth or from 6" above the top of the pipe to the bottom of full pavement section which ever is less.

TRENCH ZONE:

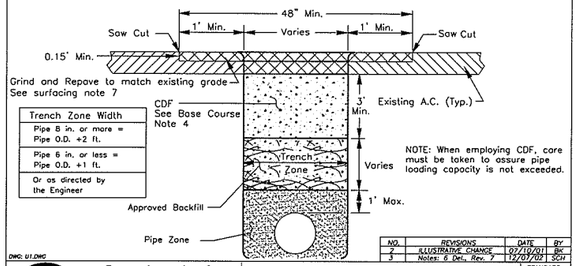
1. Granular backfill as approved by local agency or W.S.D.O.T. specifications for granular backfill. Compacted to 95% of maximum density in the trench zone using Method C compaction as per Section 2-03.3(14)C.
2. Native material may be used if approved prior to construction by Clark County.
3. Trench zone width -- see below.

PIPE ZONE:

1. Pipe zone material as specified by utility owner, and shall conform to section 9-03.12(3) WSDOT Specs.
2. 1.0 ft. max. from top of the pipe. 6" from top of pipe when CDF backfill used.

CONDITIONS:

1. A copy of the permit and requirements shall be on the job site at all times.
2. The permit holder shall be responsible for all restoration and maintenance of ditches, shoulders, driveways, landscaping, etc.
3. Call Clark County at 397-2446 twenty-four hours prior to commencing work.



Trench Zone Width
Pipe 8 in. or more = Pipe O.D. +2 ft.
Pipe 6 in. or less = Pipe O.D. +1 ft.
Or as directed by the Engineer

DWG: U1.DWG

NO.	REVISIONS	DATE	BY
2	ILLUSTRATIVE CHANGE	07/10/01	BK
1	Notes: 6 Det. Rev. 7	12/07/01	SCH

Department of Public Works
CLARK COUNTY WASHINGTON
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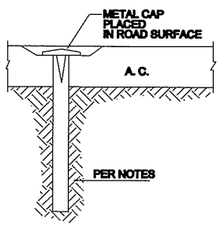
OPEN CUT UTILITY TRENCH BACKFILL DETAIL COLLECTOR OR ARTERIAL ROADWAY

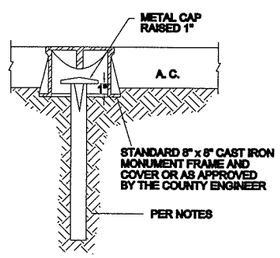
APPROVED
Peter Capell 7/20/01
COUNTY ENGINEER DATE

STANDARD U1 PLAN No.
DESIGNED
DRAWN
DATE 04/25/03

FOR USE AT POINTS OF TANGENCY



FOR USE IN INTERSECTIONS



NOTES:

1. ALL MONUMENTS SHALL USE EITHER 5/8" DIAMETER x 30" LONG IRON ROD OR 3/4" DIAMETER x 30" LONG IRON PIPE.
2. ALL MONUMENTS SHALL BE IN ACCORDANCE WITH WAC 196-24-110 AND 332-120-060, AND MEET THE REQUIREMENTS OF THE RCW 58.17.240, 58.09.120 AND 58.09.130.

NO.	REVISIONS	DATE	BY

DWG: F28.DWG

Department of Public Works
CLARK COUNTY WASHINGTON
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CENTERLINE MONUMENTS

APPROVED
Peter Capell 01/01/04
COUNTY ENGINEER DATE

F28
DESIGNED SCH
DRAWN SCH
DATE 07/30/03

ROADWAY SHOULDER INCLUDES LAWN AND LANDSCAPE

SHOULDER ROCK:

1. 0.50 ft. minimum depth (1 1/4" minus) crushed rock. (Clark County Approved Material).
2. Compacted to 95% of maximum density. See trench zone.
3. Rock shall extend from E.O.P. to the back of trench at approx. .05 Ft./Ft. slope.

LAWN & LANDSCAPE AREAS:

1. A County approved top soil shall be placed 0.50 Ft. in depth.
2. Area to be restored to match existing.

TRENCH ZONE:

Where the distance from E.O.T. to E.O.P. is less than or equal to the depth of the trench; these conditions shall apply:

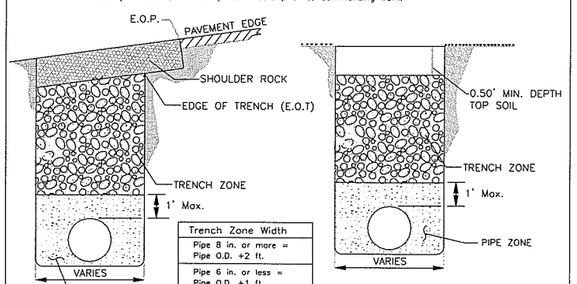
1. Granular backfill as approved by local agency or W.S.D.O.T. specifications for granular backfill. Compacted to 95% of maximum density in the trench zone using Method C compaction as per Section 2-03.3 (14)C.
2. Native material may be used if approved prior to construction.
3. Trench zone width -- see below.
4. Shoulder rock or landscaped sections as applicable.

PIPE ZONE:

1. Pipe zone material as specified by utility owner, and shall conform to section 9-03.12(3) WSDOT Specs.
2. 1.0 ft. max. from top of the pipe.

CONDITIONS:

1. A copy of the permit and requirements shall be on the job site at all times.
2. The permit holder shall be responsible for all restoration and maintence of ditches, shoulders, driveways, landscaping, ect.
3. Call Clark County at 397-2446 twenty-four hours prior to commencing work.



Trench Zone Width
Pipe 8 in. or more = Pipe O.D. +2 ft.
Pipe 6 in. or less = Pipe O.D. +1 ft.
Or as directed by the Engineer

DWG:

NO.	REVISIONS	DATE	BY
1	NOTE, FIG #	03/02/01	DS
2	Pipe Zone Notes	10/07/02	SCH

Department of Public Works
CLARK COUNTY WASHINGTON
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APPROVED
Peter Capell 5/4/01
COUNTY ENGINEER DATE

STANDARD U5 PLAN No.
DESIGNED
DRAWN
DATE

Fed. Aid No.
XXXXXXXXXXX

DESIGNED	TP/JM
DRAWN	RK
CRP	330722
HOR.	SEE SHEET
VERT.	SEE SHEET
DATE	04/30/06
DWG:	RD1
SHEET	8 OF 16

CALL 48 HOURS BEFORE YOU DIG 1-800-553-4344 "It's the Law" NORTHWEST UTILITIES NOTIFICATION CENTER

M. PIERCE CAMPBELL — STATE OF WASHINGTON — 21611 — REGISTERED PROFESSIONAL ENGINEER
EXPIRES: JAN 14, 2006

ENGINEERING PROGRAM
DESIGN SECTION

NE HEISSON ROAD

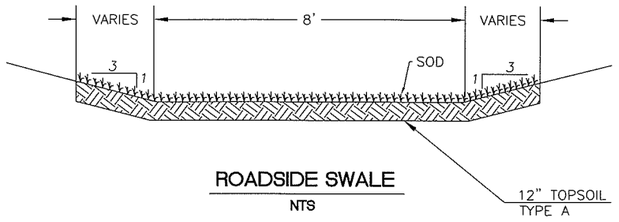
ROADWAY DETAILS

proud past, promising future
CLARK COUNTY WASHINGTON

n:\CIP\PROJECTS\330722-NEHeissonRoad\DESIGN\DWGS\RD1-2.dwg, 4/28/2006 3:06:12 PM, kerlinr

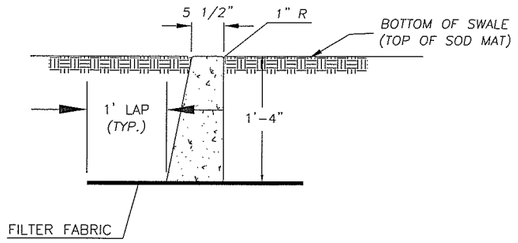
NOTES

1. TOP SOIL TO BE TYPE A.
2. INSTALL SOD ON SWALE BOTTOM IN ALL DISTURBED AREAS WITHIN THE SWALE.
3. SWALE VEGETATION TO BE WELL ESTABLISHED PRIOR TO PAVING.



ROADSIDE SWALE

NTS



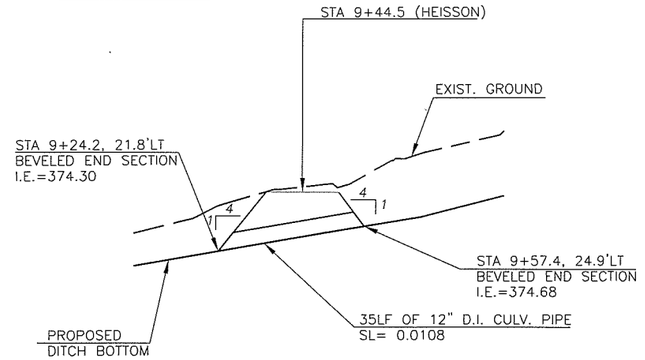
NOTES:

1) PROVIDE SPREADER AT LOCATIONS SHOWN ONDWG PP1 & PP2.
2) SET CURB LEVEL AND FLUSH WITH SWALE BOTTOM TO PROVIDE UNIFORM DISTRIBUTION OF FLOW OVER THE TOP OF THE CURB.
3) EXTEND CURB 2' INTO SIDESLOPES
4) FILTER FABRIC SHALL BE CONSTRUCTION GEOTEXTILE FOR SEPARATION OR SOIL STABILIZATION (WSDOT 9-33, TABLE 3)

FLOW SPREADER CURB

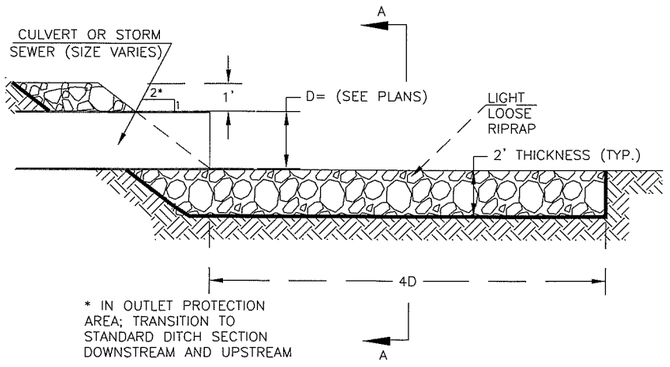
NTS

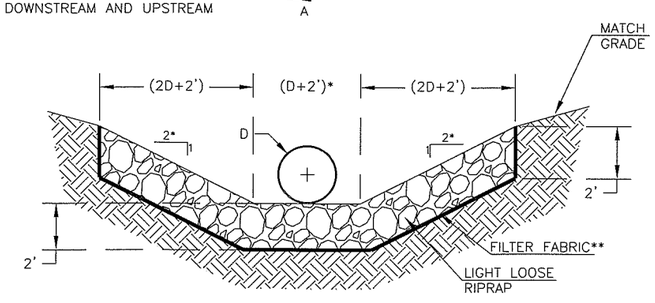
Fed. Aid No.
XXXXXXXXXXX



DRIVEWAY CULVERT WEST OF NE HEISSON ROAD

NTS



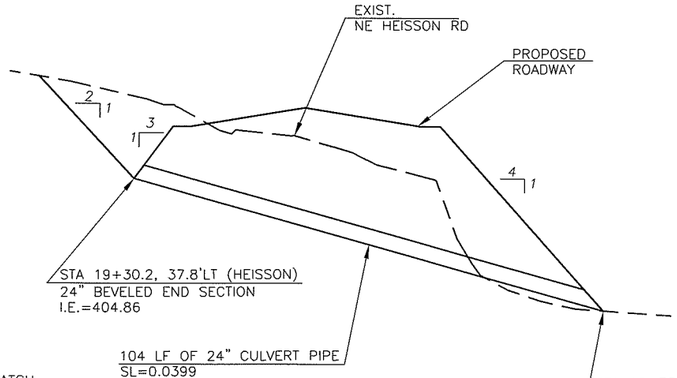


SECTION A-A

** CONSTRUCTION GEOTEXTILE FOR SEPARATION OR SOIL STABILIZATION (WSDOT 9-33, TABLE 3)

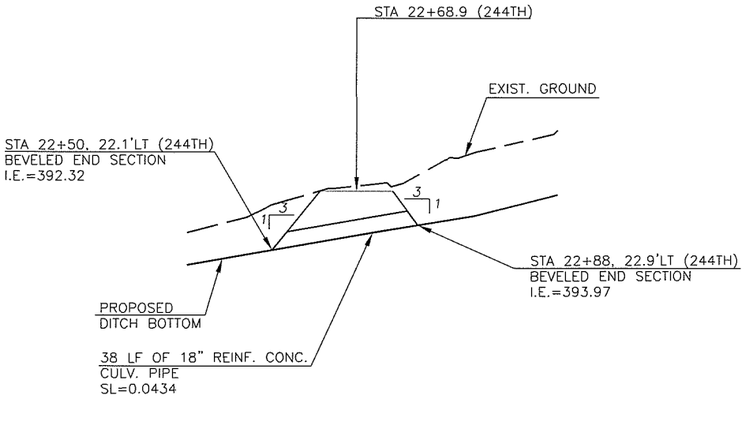
OUTFALL DISCHARGE PROTECTION

NTS



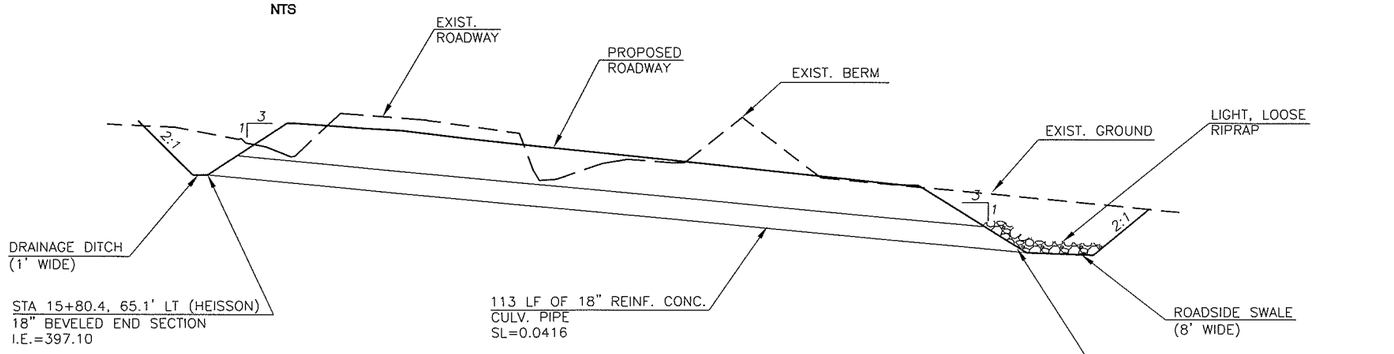
CULVERT CROSSING NE HEISSON RD EAST OF NE 162ND AVE

NTS



DRIVEWAY CULVERT NE 244TH STREET

NTS



CULVERT CROSSING NE 244TH STREET AND NE HEISSON ROAD (STA 15+29.28)

NTS

PRELIMINARY

DESIGNED TP/JM
DRAWN RK
CRP 330722
HOR. SEE SHEET
VERT. SEE SHEET
DATE 04/30/06
DWG: DD1
SHEET 9 OF 16

CALL 48 HOURS BEFORE YOU DIG 1-800-553-4344 "It's the Law" NORTHWEST UTILITIES NOTIFICATION CENTER

STATE OF WASHINGTON M. PIERCE 41411 REGISTERED PROFESSIONAL ENGINEER
EXPIRES: JAN 1, 2008

ENGINEERING PROGRAM
DESIGN SECTION

NE HEISSON ROAD
DRAINAGE DETAILS

proud past, promising future
CLARK COUNTY WASHINGTON

n:\CIP\PROJECTS\330722-NEHeissonRoad\DESIGN\DWG\SHRDD1.dwg, 4/28/2006 3:06:22 PM, kerlinr

VOSS
226584000

STA 9+42.6, 23' LT
CONST 21' HMA DWY
W/ R=10' RETURNS
MATCH 43' LT.

TAPANI
226507000

STA 9+00.00
BEGIN ROAD WIDENING.
SAWCUT & MATCH
EXISTING

INSTALL 12" D.I.
CULVERT
(SEE DWG DD1)

STA 9+60.7, 43.5' LT
NEW FENCE TO
MATCH EXISTING

STA 10+18.00, 20.0' LT
END ROAD WIDENING
BEGIN FULL ROAD (LEFT)

PLACE NEW VINYL
FENCE AT ROW LINE

SCALE IN FEET
20 0 20 40

CUSTOM MAILBOX
TO REMAIN

REMOVE EXISTING
FENCE

STA 8+65, 14.9' LT
BEGIN NEW 1' WIDE DITCH.
MATCH EXISTING DITCH.
EL=±373.65

8+00 9+00 NE HEISSON ROAD (EXIST) 10+00 11+00 12+00 NE HEISSON ROAD (PROP) 13+

PC Sta = 11+27.27

MATCH LINE STA 13+00 SEE DWG PP2

STA 8+00.00, 19.4' RT
BEGIN 2' WIDE DITCH TAND
DITCH TAPER. MATCH
EXISTING DITCH.
EL=±373.26

STA 9+40.00, 20.0' RT
END ROAD WIDENING
BEGIN FULL ROAD
(RIGHT)

EXISTING
ROW

NEW EDGE OF
ROADWAY

STA 11+50.0, 34.5' RT
END 2' WIDE DITCH,
EL=378.82
BEGIN DITCH TO SWALE
TRANSITION.

FLOW SPREADER
50' O.C. (TYP)

STA. 9+50.0, 29.6' RT
2' WIDE DITCH BOTTOM
END DITCH TAPER
EL=375.18

STA. 12+00.0, 41.0' RT.
END DITCH TO SWALE
TRANSITION
BEGIN SWALE, EL=380.35

STA. 12+22.90, 50.58' RT.
BEGIN NEW COATED CHANILINK
FENCE (TYPE 1) AT ROW LINE

425 LF OF 8' WIDE ROADSIDE
SWALE.
SEE PROFILE

MARKS END FASTI

RALEY
226594-014

NAYDEN
2265594-012

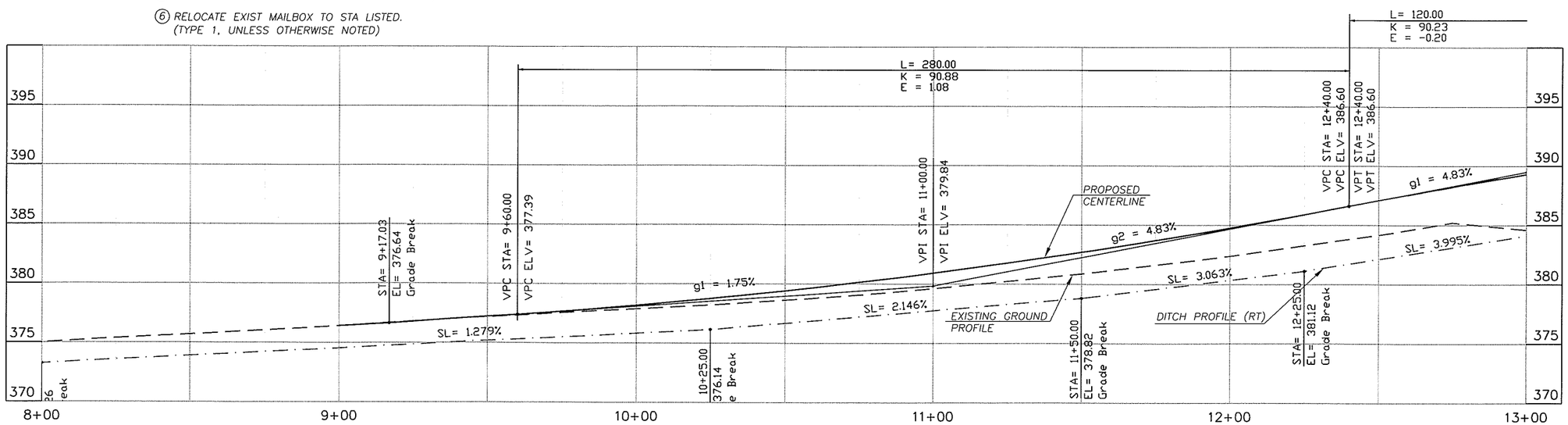
SHANER
226594-010

Fed. Aid No.
XXXXXXXXXXX

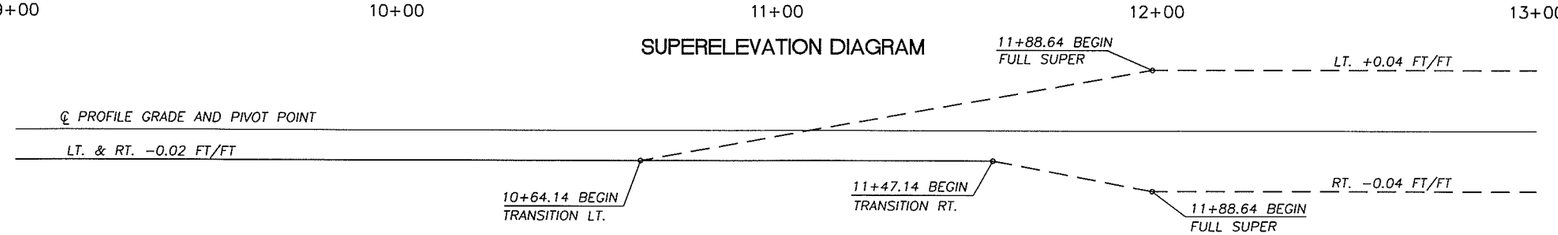
UNADJUSTED EARTHWORK QUANTITIES

EXCAVATION	754
EMBANKMENT	755

(1) RELOCATE/REMOVE BY OTHERS
(2) ADJUST MH RIM/CB GRATE TO FG
(3) ADJUST VALVE COVER/METER BOX TO FG
(4) REMOVE EXT CULVERT/DRAINAGE STRUCTURE
(5) SAWCUT AND/OR MATCH EXT CURB AND/OR S/W.
(6) RELOCATE EXIST MAILBOX TO STA LISTED.
(TYPE 1, UNLESS OTHERWISE NOTED)



SUPERELEVATION DIAGRAM



DESIGNED	TP/JM
DRAWN	RK
CRP	330722
HOR.	SEE SHEET
VERT.	SEE SHEET
DATE	04/30/06
DWG:	PP1
SHEET	10 OF 16

CALL 48 HOURS BEFORE YOU DIG
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"It's the Law"
NORTHWEST UTILITIES NOTIFICATION CENTER

STATE OF WASHINGTON
JEFF MARK FORCE
41411
REGISTERED PROFESSIONAL ENGINEER
EXPIRES: JAN 1, 2008

ENGINEERING PROGRAM
DESIGN SECTION

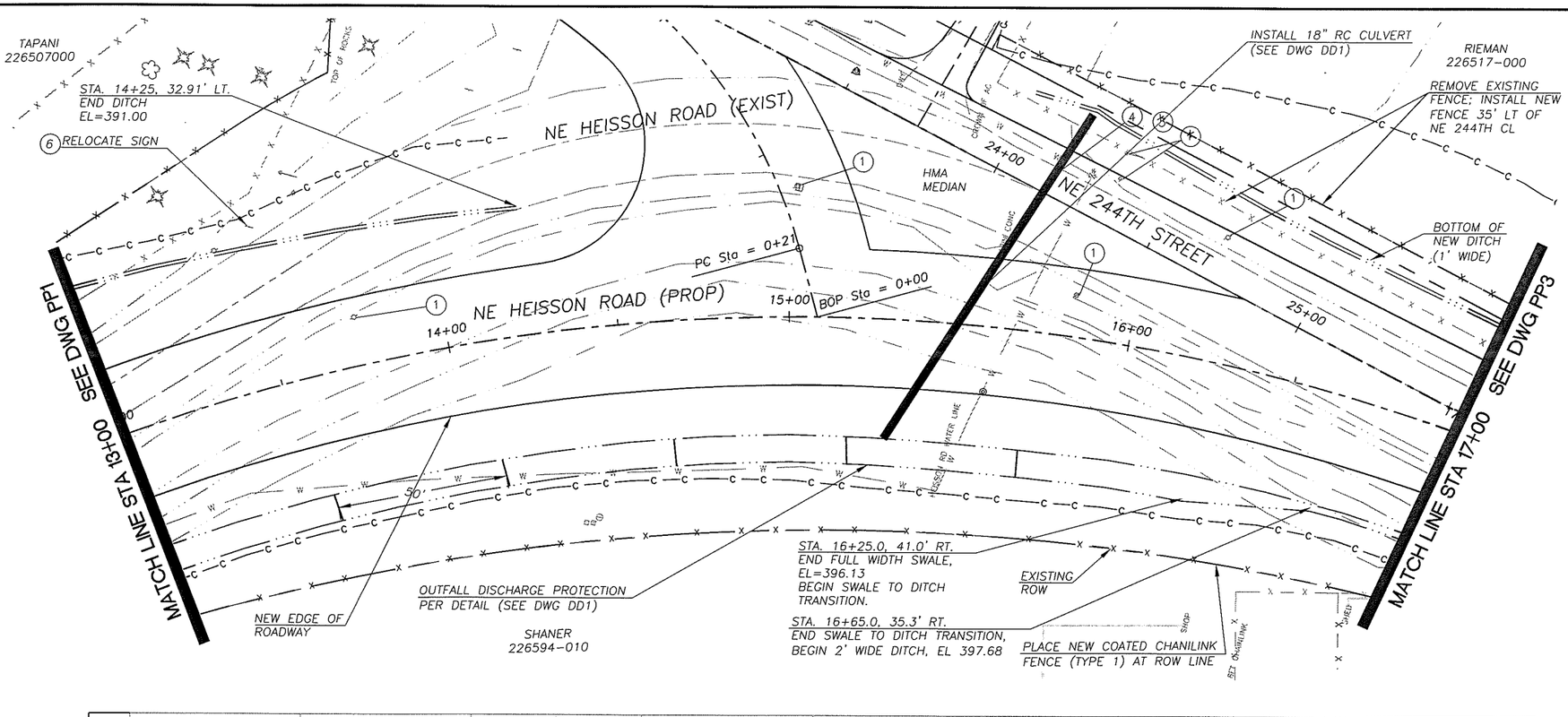
NE HEISSON ROAD

PLAN AND PROFILE (B.O.P. TO STA 13+00)

proud past, promising future

CLARK COUNTY
WASHINGTON

n:\CIP\PROJECTS\330722-NEHeissonRoad\DESIGN\DWGS\PP1.dwg, 4/28/2006 3:06:28 PM, kerlinr

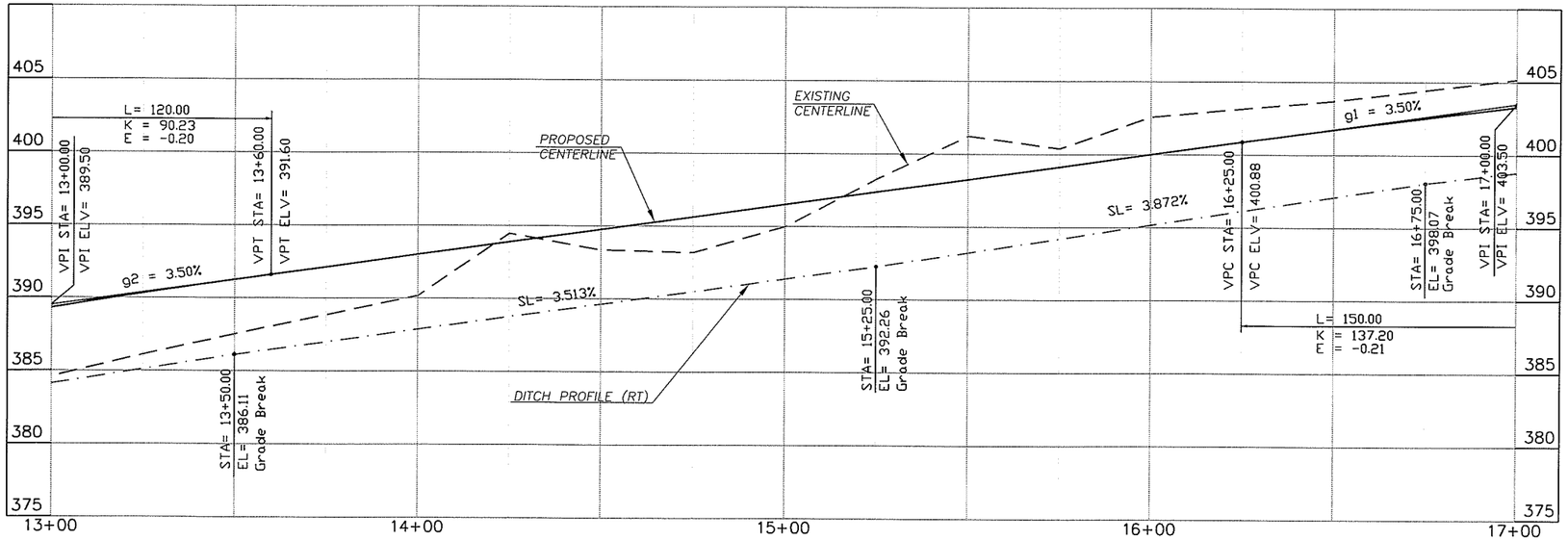


UNADJUSTED EARTHWORK QUANTITIES

EXCAVATION	2072
EMBANKMENT	435

HEISSON ONLY

1. RELOCATE/REMOVE BY OTHERS
2. ADJUST MH RIM/CB GRATE TO FG
3. ADJUST VALVE COVER/METER BOX TO FG
4. REMOVE EXT CULVERT/DRAINAGE STRUCTURE
5. SAWCUT AND/OR MATCH EXT CURB AND/OR S/W.
6. RELOCATE EXIST MAILBOX TO STA LISTED. (TYPE 1, UNLESS OTHERWISE NOTED)



SUPERELEVATION DIAGRAM

LT. +0.04 FT/FT

℄ PROFILE GRADE AND PIVOT POINT

RT. -0.04 FT/FT

Fed. Aid No.
XXXXXXXXXX

PRELIMINARY

DESIGNED	TP/JM
DRAWN	RK
CRP	330722
HOR.	SEE SHEET
VERT.	SEE SHEET
DATE	04/30/06
DWG:	PP2
SHEET	11 OF 16

CALL 48 HOURS BEFORE YOU DIG 1-800-553-4344 "It's the Law" NORTHWEST UTILITIES NOTIFICATION CENTER

STATE OF WASHINGTON 41411 REGISTERED PROFESSIONAL ENGINEER EXPIRES: JAN 1, 2008

ENGINEERING PROGRAM
DESIGN SECTION

NE HEISSON ROAD
PLAN AND PROFILE (STA 13+00 TO STA 17+00)

CLARK COUNTY WASHINGTON
proud past, promising future

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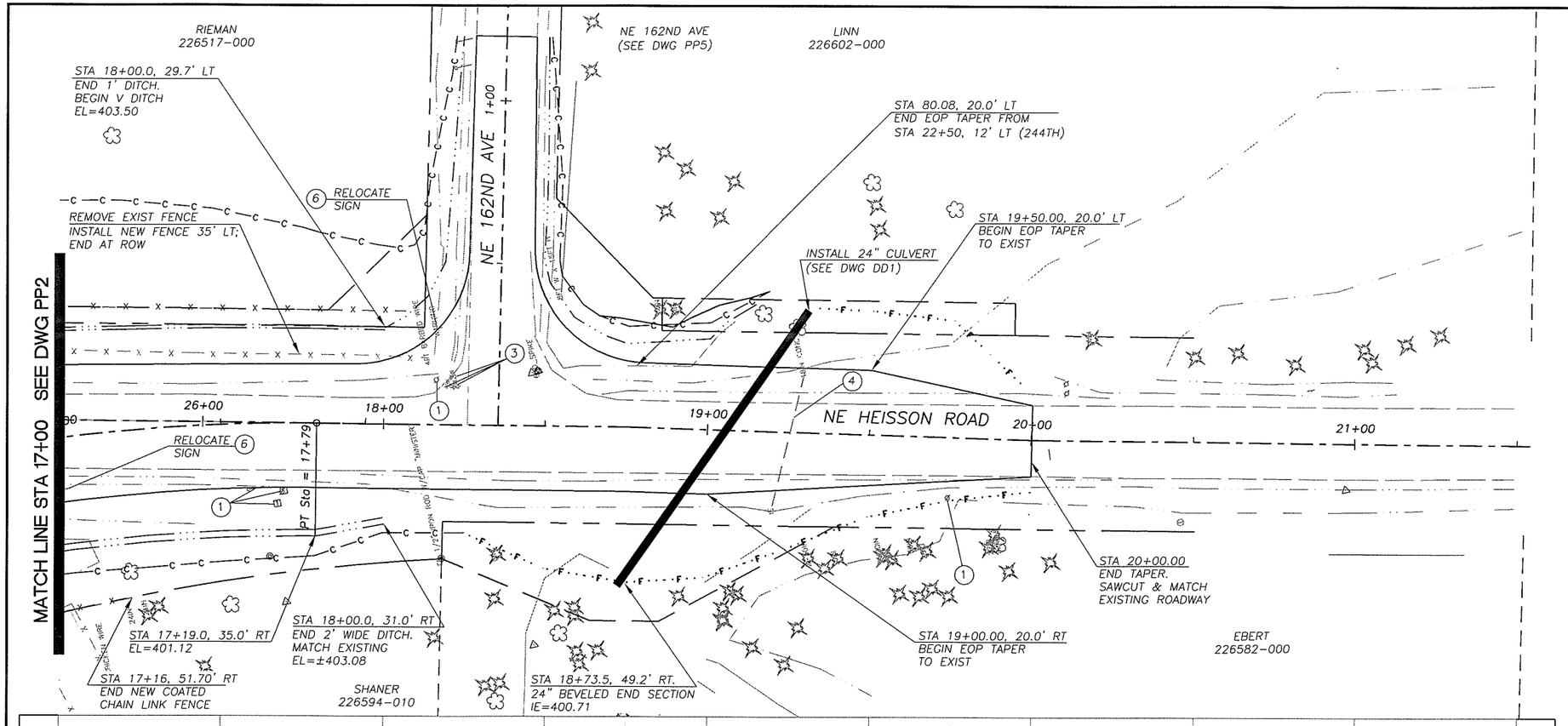
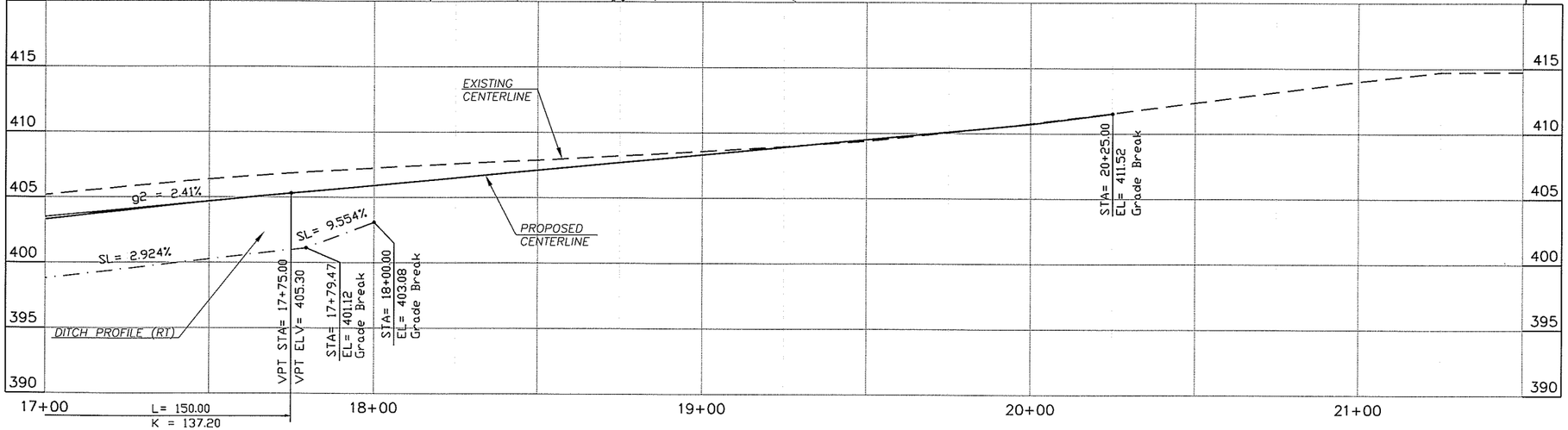
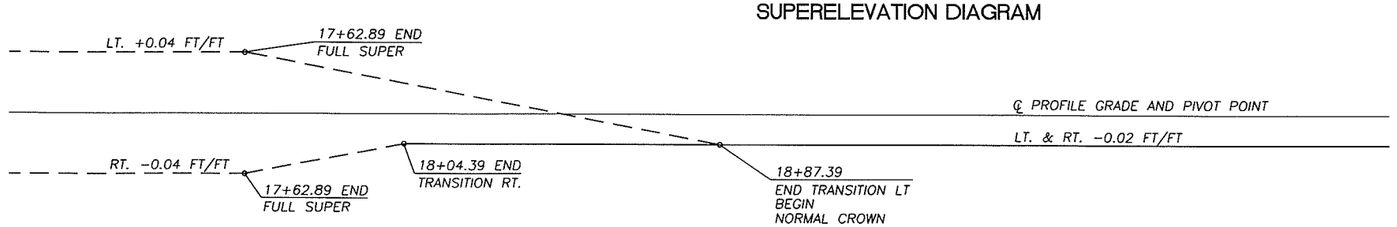




SUPERELEVATION DIAGRAM



SCALE IN FEET
20 0 20 40

(1) RELOCATE/REMOVE BY OTHERS
(2) ADJUST MH RIM/CB GRATE TO FG
(3) ADJUST VALVE COVER/METER BOX TO FG
(4) REMOVE EXT CULVERT/DRAINAGE STRUCTURE
(5) SAWCUT AND/OR MATCH EXT CURB AND/OR S/W.
(6) RELOCATE EXIST MAILBOX TO STA LISTED. (TYPE 1, UNLESS OTHERWISE NOTED)

UNADJUSTED EARTHWORK QUANTITIES

EXCAVATION	2195
EMBANKMENT	335

HEISSON ONLY

Fed. Aid No.
XXXXXXXXXXX

DESIGNED	TP/JM
DRAWN	RK
CRP	330722
HOR.	SEE SHEET
VERT.	SEE SHEET
DATE	04/30/06
DWG:	PP3
SHEET	12 OF 16

CALL 48 HOURS BEFORE YOU DIG 1-800-553-4344 "It's the Law" NORTHWEST UTILITIES NOTIFICATION CENTER

STATE OF WASHINGTON 22331 THOMAS M. PRICE 41411 REGISTERED PROFESSIONAL ENGINEER EXPIRES: JAN 1, 2008

ENGINEERING PROGRAM
DESIGN SECTION

NE HEISSON ROAD

PLAN AND PROFILE (STA 17+00 TO E.O.P.)

proud past, promising future
CLARK COUNTY
WASHINGTON

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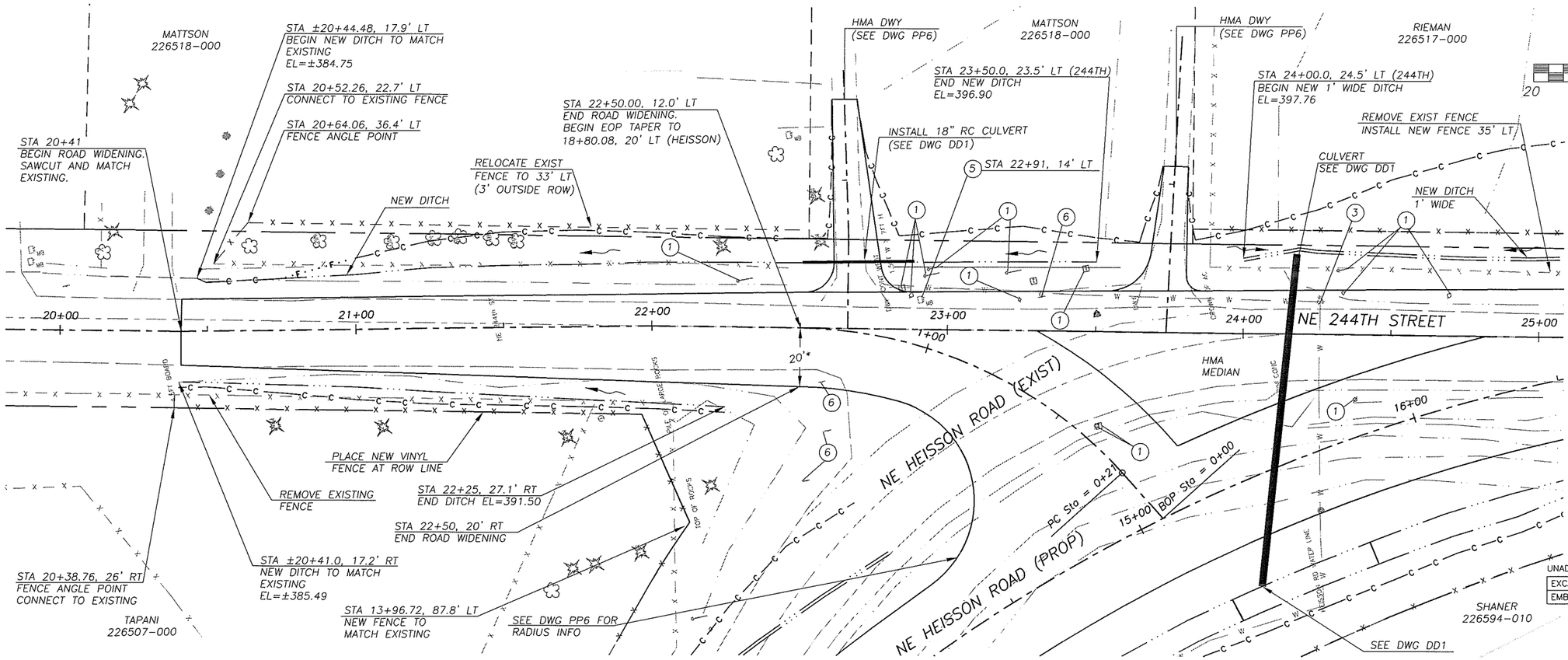
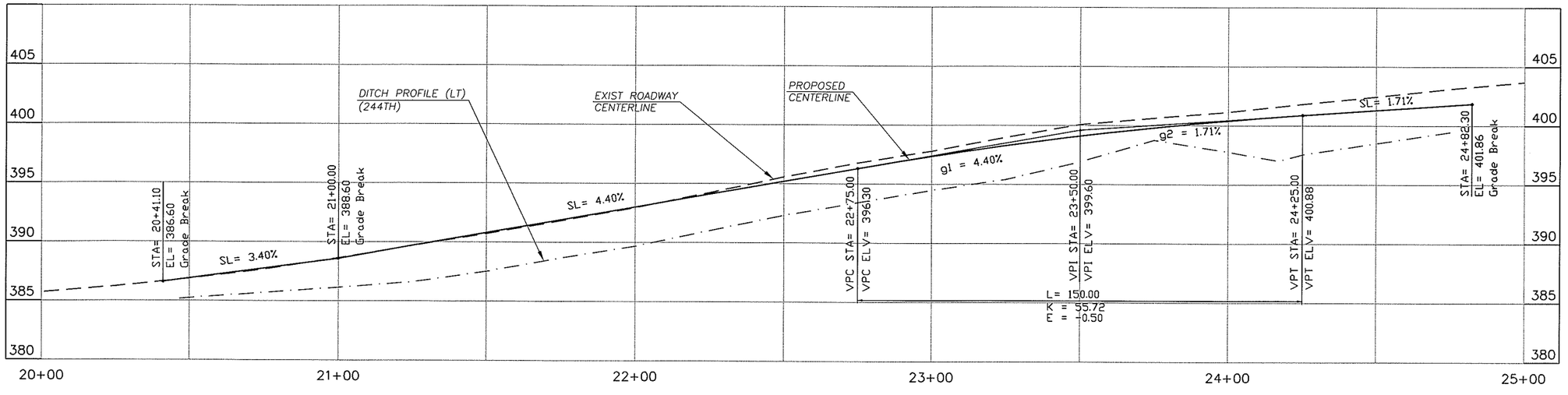
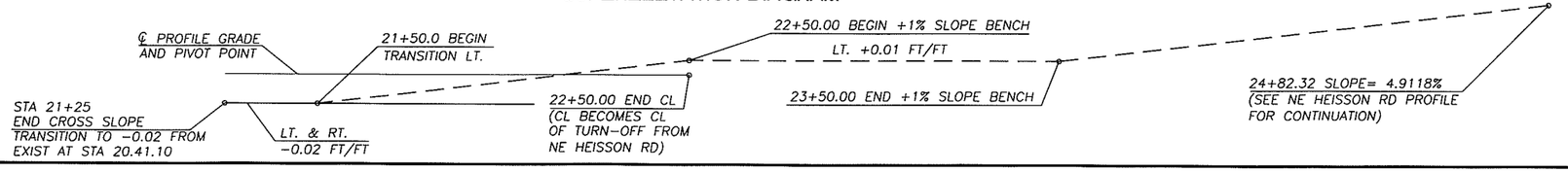


UNADJUSTED EARTHWORK QUANTITIES

EXCAVATION	2011
EMBANKMENT	53



SUPERELEVATION DIAGRAM



Fed. Aid No.
XXXXXXXXXXX

DESIGNED TP/JM
DRAWN RK
CRP 330722
HOR. SEE SHEET
VERT. SEE SHEET
DATE 04/30/06
DWG: PP4
SHEET 13 OF 16

CALL 48 HOURS BEFORE YOU DIG
1-800-553-4344
"It's the Law"
NORTHWEST UTILITIES NOTIFICATION CENTER

STATE OF WASHINGTON
TROY M. PRICE
41411
REGISTERED PROFESSIONAL ENGINEER
EXPIRES JAN 1, 2008

ENGINEERING PROGRAM
DESIGN SECTION

NE HEISSON ROAD
(NE 244TH STREET)

PLAN AND PROFILE

proud past, promising future
CLARK COUNTY
WASHINGTON

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RETURN INFO		EOP ELEV
A1	BCR 17+92.33 (18.56' LT)	406.20
A2	Δ/4	406.65
A3	Δ/2	407.10
A4	3Δ/4	407.55
A5	ECR 18+26.02 (53.67' LT)	408.00

RIEMAN
226517-000

C1
R= 35'
Δ= 88°04'40"
L= 53.80'
T= 33.85'
C= 48.66'

STA 1+20.0, 13.2' LT (162ND)
NEW DITCH TO MATCH EXISTING.
EL=±411.62

STA 1+20.0 (162ND)
SAWCUT AND MATCH EXISTING
ROADWAY

PT Sta = 17+79

STA 0+00 (162ND)=
STA 18+35.46 (HEISSON)

NE 162ND AVE

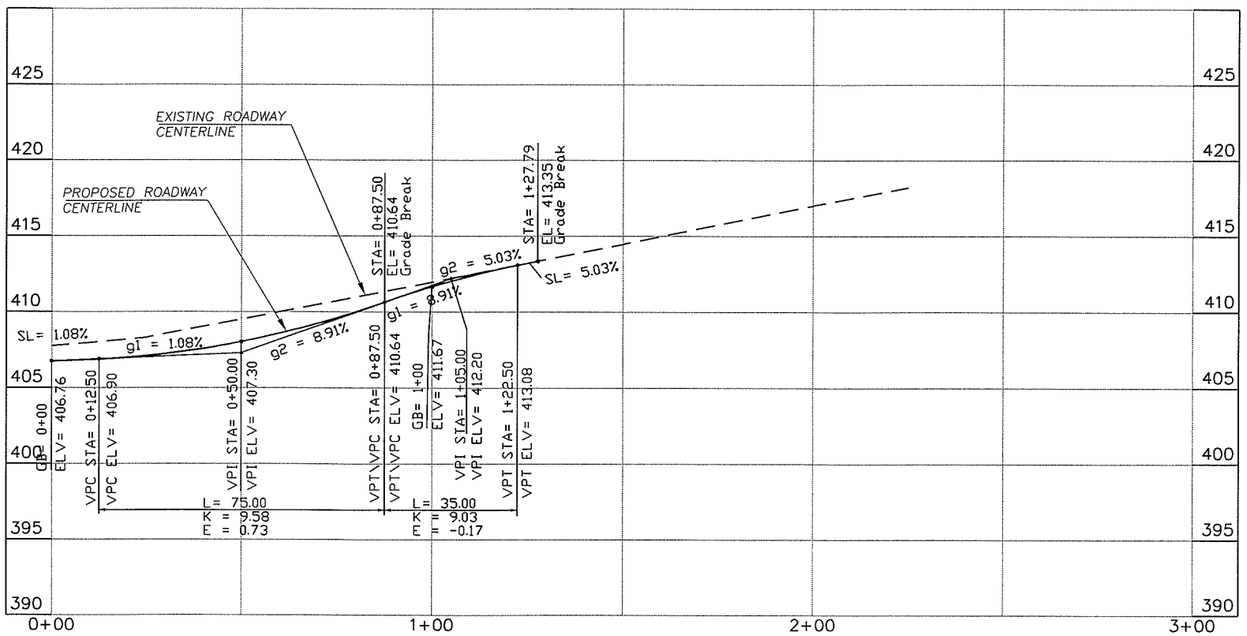
STA 1+20.0, 13.2' RT (162ND)
NEW DITCH TO MATCH EXISTING.
EL=±411.68

C2
R= 35'
Δ= 88°37'37"
L= 54.14'
T= 34.17'
C= 48.90'

RETURN INFO		EOP ELEV
A6	BCR 18+80.08 (20.00' LT)	407.54
A7	Δ/4	407.67
A8	Δ/2	407.80
A9	3Δ/4	407.93
A10	ECR 18+46.19 (54.75' LT)	408.06

LINN
226602-000

NE HEISSON RD



Fed. Aid No.
XXXXXXXXXXX

SCALE IN FEET
20 0 20 40

UNADJUSTED EARTHWORK QUANTITIES

EXCAVATION	264
EMBANKMENT	1

DESIGNED TP/JM
DRAWN RK
CRP 330722
HOR. SEE SHEET
VERT. SEE SHEET
DATE 04/30/06
DWG: PP5
SHEET 14 OF 16

CALL 48 HOURS BEFORE YOU DIG 1-800-553-4344 "It's the Law" NORTHWEST UTILITIES NOTIFICATION CENTER

JOHN M. PIERCE STATE OF WASHINGTON 41411 REGISTERED PROFESSIONAL ENGINEER
EXPIRES JAN 1, 2008

ENGINEERING PROGRAM
DESIGN SECTION

NE HEISSON ROAD
PLAN AND PROFILE (NE 162ND AVE)

CLARK COUNTY WASHINGTON
proud past, promising future

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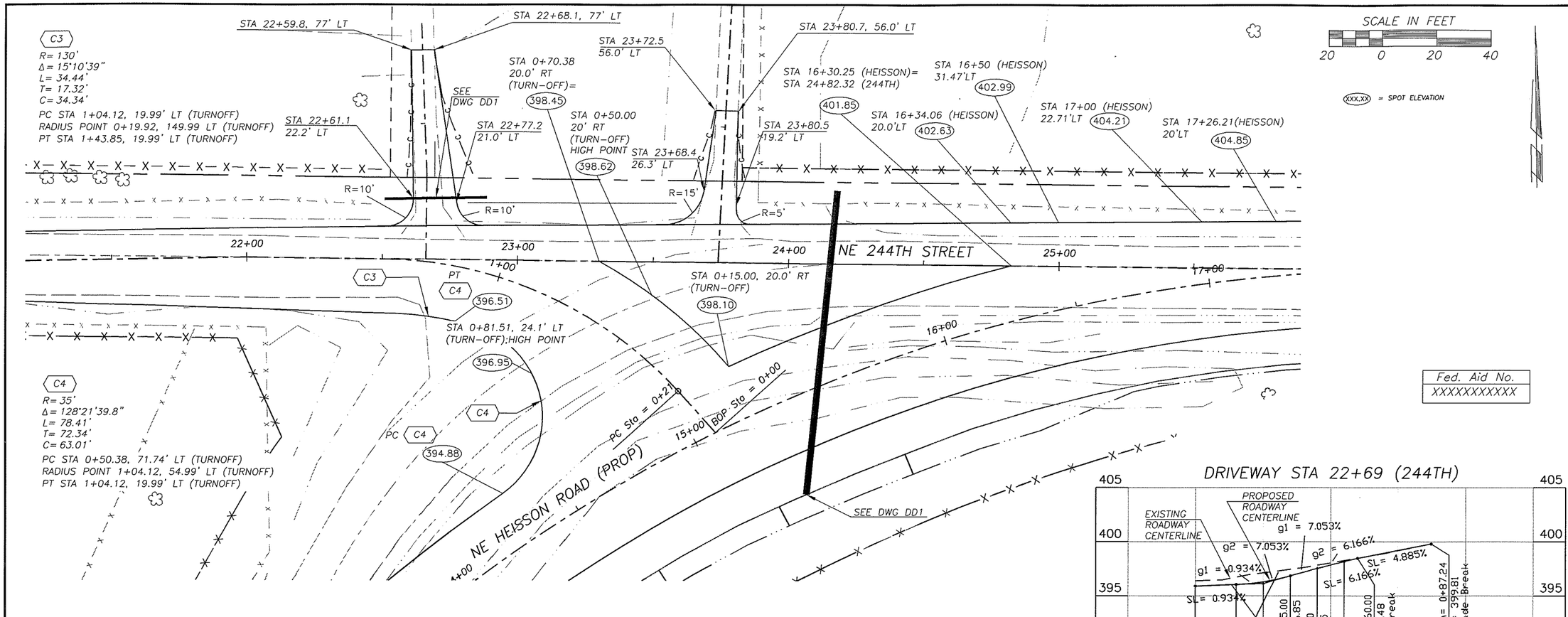

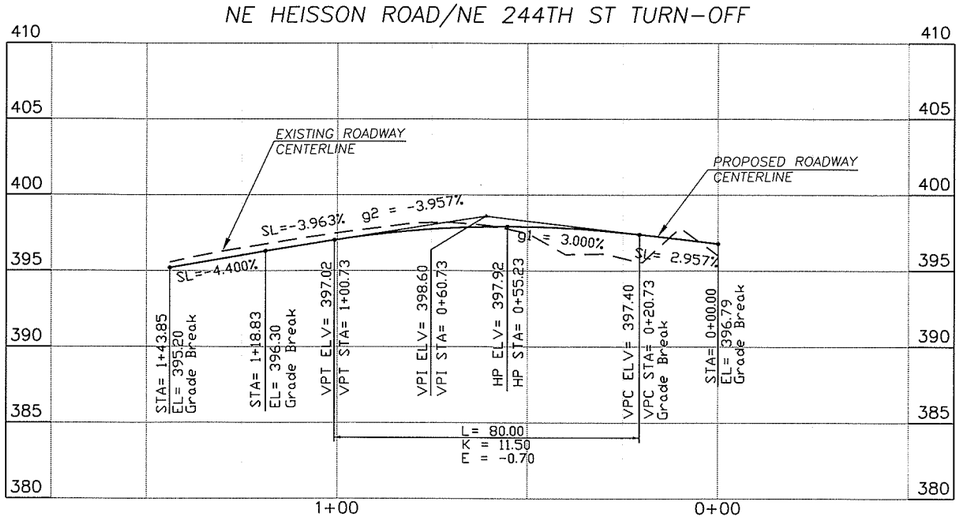

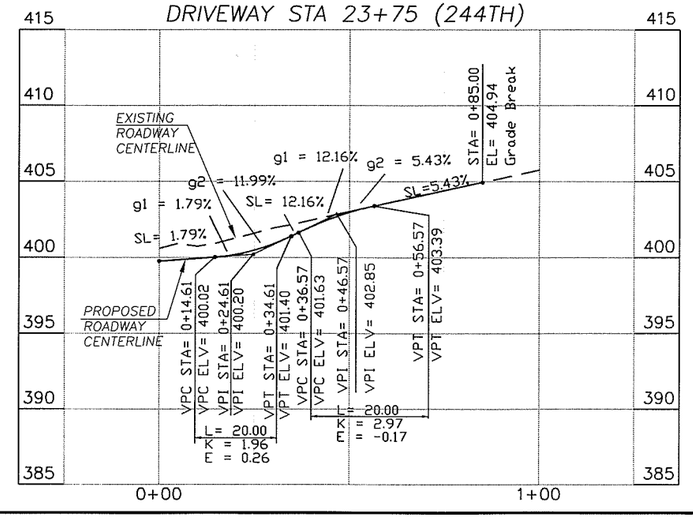

PRELIMINARY

ENGINEERING PROGRAM
DESIGN SECTION

NE HEISSON ROAD
PLAN AND PROFILE (HEISSON/NE 244TH TURNOFF)

DESIGNED	TP/JM
DRAWN	RK
CRP	330722
HOR.	SEE SHEET
VERT.	SEE SHEET
DATE	04/30/06
DWG:	PP6
SHEET	15 OF 16

CALL 48 HOURS BEFORE YOU DIG 1-800-553-4344 "It's the Law" NORTHWEST UTILITIES NOTIFICATION CENTER

MARK M. PIERCE STATE OF WASHINGTON 24411 REGISTERED PROFESSIONAL ENGINEER
REGISTRATION EXPIRES: JAN 1, 2008

proud past, promising future
CLARK COUNTY WASHINGTON

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INSTALL AT APPROXIMATELY
STA 23+44 (LT)
NE 244TH STREET
R5-1
30"X30"

DO NOT ENTER

YIELD

INSTALL AT APPROXIMATELY
STA 23+44 (LT)
NE 244TH STREET
R1-2
42"X42"X42"

3' 3' RED WHITE

INSTALL TYPE 2WR RAISED PAVEMENT MARKERS

NE 162ND AVE

NE 244TH ST

40 M.P.H.

INSTALL AT APPROXIMATELY
STA 21+50 (LT)
NE HEISSON RD

NE 244TH STREET

21+00 22+00 23+00 24+00 25+00 26+00

11' 12' 12' 16' 3' 6' 14' 12' 12' 12' 12' 8' 12' 12' 8' 8' 12' 11'

PT Sta = 17+79

18+00 19+00 20+00

W3-1
30"X30"

INSTALL AT APPROXIMATELY
STA 18+50 (RT)
NE 244TH STREET

R1-1
36"X36"

STOP

INSTALL AT APPROXIMATELY
STA 14+58 (LT)
NE HEISSON RD

PC Sta = 0+21

BOP Sta = 0+00

15+00 16+00 17+00

NE HEISSON ROAD

MATCH LINE STA 14+50

3' 3' WHITE RED

INSTALL TYPE 2WW RAISED PAVEMENT MARKERS

SCALE IN FEET

30 0 30 60

1. INSTALL 12" WIDE THERMOPLASTIC STOP BAR
2. INSTALL THERMOPLASTIC STRAIGHT THROUGH ARROW
3. STRIPE SINGLE 4" SOLID WHITE EDGE LINE
4. STRIPE DOUBLE YELLOW IN THE AREA OF THE INTERSECTION. CHANGE TO SKIP YELLOW LINES WHERE PASSING IS PERMTTED.
5. STRIPE SINGLE 4" SKIP WHITE EDGE LINE

9+00 10+00 11+00 12+00 13+00 14+00

NE HEISSON ROAD

8' 12' 12' 8'

PC Sta = 11+22

INSTALL AT APPROXIMATELY
STA 10+00 (RT)
NE HEISSON RD

40 M.P.H.

W13-1
24"X24"

W1-10
30"X30"

NE NE 244TH ST

W16-8

MATCH LINE STA 14+50

Fed. Aid No.
XXXXXXXXXX

PRELIMINARY

DESIGNED TP/JM
DRAWN RK
CRP 330722
HOR. SEE SHEET
VERT. SEE SHEET
DATE 04/30/06
DWG: SS1
SHEET 16 OF 16

CALL 48 HOURS BEFORE YOU DIG 1-800-553-4344 "It's the Law" NORTHWEST UTILITIES NOTIFICATION CENTER

STATE OF WASHINGTON DUANE S. BERRETH 16227 REGISTERED PROFESSIONAL ENGINEER EXPIRES: AUG. 17, 2007

DESIGN & ENGINEERING DIVISION
DESIGN SECTION

NE HEISSON ROAD

SIGNING & STRIPING

proud past, promising future

CLARK COUNTY WASHINGTON

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